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Presbyterian Historical Society.

SUMNER'S FAMOUS SPEECH.

Alaska Geographical Society to
Have It Published.

CONTAINS VALUABLE FACTS.

The Great Statesman Urged Purchase of the Vast Northern Territory From Russia—Realized the Untold Value of the Acquisition—But Little Added to the Information He Then Gave the World.

The executive committee of the Alaska Geographical Society, of which Arthur C. Jackson, Rev. John Damon, Rev. H. H. Gowen, President Frank P. Graves, Capt. John J. Healy, Judge W. D. Wood, Rev. Sheldon Jackson, Prof. Frederick I. Monson and Frank La Roche are members, met Saturday afternoon at the board of education rooms in regular session. Arrangements were considered looking to a public reception to be given President David Starr Jordan at the time of his approaching visit to Seattle. President Jordan is an honorary vice president of the society.

Much interest was manifested in the proposition of the president of the society to reprint, as the initial publication of the society, Charles Sumner's great oration advocating the purchase of Alaska. Attention was called to the fact that Gov. Brady, in his report to the secretary of the interior for 1897, says: "Senator Sumner's great speech in favor of the purchase of Alaska should be published and circulated today for its valuable information."

Of this address there is a most interesting account in the "Makers of America," as follows:

"Among other measures was one whose far-reaching consequences we are only beginning to discover—the purchase of Alaska. Perhaps none of Senator Sumner's orations have brought him more fame than his speech on this bill, and certainly no measure in his long legislative career had more direct effect on the development of the country than this, so widely apart and entirely disconnected from the main work of his life. Secretary Seward had conceived the idea that by the purchase of this territory, then known as Russian America, we should show our friendship for Russia, who alone of the great powers had valiantly stood by us in the war; we should, as Sumner afterward put his own view of the matter, 'dismiss another European sovereign from our continent, predestined to become the broad, undivided home of the American people,' and we should gain a valuable possession."

On March 29, 1867, Secretary Seward and Baron Stoeckel, the Russian minister, first laid this plan before Sumner, who was as eager as they for the result. The next day the treaty was signed. Ten days later Sumner made a speech covering this hitherto unknown territory as completely as if it had been the interest of his lifetime. In the more than thirty years that we have been possessed of this great land, we have discovered, except in one or two particulars, no more of it than Sumner told us after the study of a single week.

"As usual on such occasions, he went to the congressional library for all the works it contained on this subject, and his secretary declares that they came by the 'car load.' To these he added all the knowledge possessed by the Smithsonian Institution, either in printed reports or through its officials. Prof. Charles F. Baird, then its chief officer, took much interest in the matter, and gave him great and valuable assistance. Other departments of the government did likewise. Out of all this mass of material in many languages, Sumner extracted with unerring skill what he wanted.

"The speech is a complete review of the history of that country and the political considerations making the treaty desirable; it is an equally complete review of all that was then known—and for the most part all that is now known—of 'the government, population, climate, vegetable and mineral products, furs and fisheries.' It is an absolutely exhaustive survey, though curiously enough, as it proved, Sumner hardly credited the 'fabulous' tales of the worth of the seal fisheries. But with no special attention to those, which have already brought the government a revenue of many

million dollars, he considered it worth, as a commercial venture, much more than the seven million dollars we were to pay, and as a political and national acquisition, of untold value.

"In closing, he suggested the name of Alaska. What citizen of the United States today but admires and blesses the courage and foresight of those two statesmen who, regardless of the great war debt under which we staggered, secured for us that magnificent possession!"

Alaska Weather.

In the August Midsummer Holiday number of The Century there is an article on "The Alaska Trip," by John Muir, the California writer and naturalist. Mr. Muir says:

The climate of all that portion of the coast that is bathed by the Japan current, extending from the southern boundary of the territory northward and westward to the island of Atooi, a distance of nearly twenty-five hundred miles, is remarkably bland, and free from extremes of heat and cold throughout the year. It is rainy, however; but the rain is of good quality, gentle in its fall, filling the fountains of the streams, and keeping the whole land fresh and fruitful, while anything more delightful than the shining weather after the rain—the great, round sun-days of June, July and August—can hardly be found elsewhere. An Alaska midsummer day is a day without night. In the extreme northern portion the sun does not set for weeks, and even as far south as Sitka and Fort Wrangel it sinks only a few degrees below the horizon, so that the rosy colors of the evening blend with those of the morning, leaving no gap of darkness between. Nevertheless, the full day opens slowly. At midnight, from the middle point between the gloaming and the dawn, a low arc of light is seen stealing along the horizon, with gradual increase of height and span and intensity of tone, accompanied usually by red clouds, which make a striking advertisement of the sun's progress long before he appears above the mountain-tops.

For several hours after sunrise everything in the landscape seems dull and uncommunicative. The clouds fade, the islands and the mountains, with ruffs of mist about them, cast ill-defined shadows, and the whole firmament changes to pale pearl-gray with just a trace of purple in it. But toward noon there is a glorious awakening. The cool haziness of the air vanishes, and the richer sunbeams, pouring from on high, make all the bays and channels shine. Brightly now play the round-topped ripples about the edges of the islands, and over many a plume-shaped streak between them, where the water is stirred by some passing breeze.

On the mountains of the mainland, and in the high-walled fiords that fringe the coast, still finer is the work of the sunshine. The broad white bosoms of the glaciers glow like silver, and their crystal fronts, and the multitude of icebergs that linger about them, drifting, swirling, turning their myriad angles to the sun, are kindled into a perfect blaze of irised light. The warm air throbs and wavers, and makes itself felt as a life-giving, energizing ocean embracing all the earth. Filled with ozone, our pulses bound, and we are warmed and quickened into sympathy with everything, taken back into the heart of nature, whence we came. We feel the life and motion about us, and the universal beauty; the tides marching back and forth with weariless industry, laving the beautiful shores, and swaying the purple dulse of the broad meadows of the sea where the fishes are fed; the wild streams in rows white with waterfalls, ever in bloom and ever in song, spreading their branches over a thousand mountains; the vast forests feeding on the drenching sunbeams, every cell in a whirl of enjoyment; misty flocks of insects stirring all the air; the wild sheep and goats on the grassy ridges above the woods, bears in the berry-tangles, mink and beaver and otter far back on many a river and lake; Indians and adventurers pursuing their lonely ways; birds tending their young—everywhere, everywhere, beauty and life, and glad, rejoicing action.

Through the afternoon all the way down

to the west the air seems to thicken and become soft, without losing its fineness. The breeze dies away, and everything settles into a deep, conscious repose. Then comes the sunset with its purple and gold—not a narrow arch of color, but oftentimes filling more than half the sky. The horizontal clouds that usually bar the horizon are fired on the edges, and the spaces of clear sky between them are filled in with greenish yellow and amber; while the flocks of thin, overlapping cloudlets are mostly touched with crimson, like the outleaning sprays of a maple-grove in the beginning of Indian summer; and a little later a smooth, mellow purple flushes the sky to the zenith, and fills the air, fairly steeping and transfiguring the islands and mountains, and changing all the water to wine.

SAILING WILL BE DELAYED

REVENUE CUTTER FLEET WILL
REMAIN ON SOUND SOME TIME.

Building of a Large Barge for the
Yukon and the Accident to the
Nunivak at Sea Change the
Plans of the Department.

Special Dispatch to the Post-Intelligencer.

PORT TOWNSEND, May 9.—The sailing of the Bering sea patrol of revenue cutters will be somewhat delayed on account of the additional repairs to be made to the 4,000-ton coal barge to be towed to the mouth of the Yukon river, a contract for which was let today, and also on account of a mishap which befell the revenue cutter Nunivak, which was being towed from San Francisco for the mouth of the Yukon by the cutter Rush.

Word reached here last night that the Nunivak encountered severe weather, which caused her seams to open, and it was with difficulty that she was towed into Humboldt bay.

Capt. Hooper, commandant of the fleet, left here this morning for Humboldt bay to ascertain the amount of the damages, and to superintend and hasten repairs.

SEALERS LOSE THEIR LIVES.

STEAMER FOR THE ARCTIC.

Will Take an Expedition to Kotzebue Sound and the Mackenzie.

Special Dispatch to the Post-Intelligencer. PORT TOWNSEND, March 13.—The steam schooner Elk, under construction here by Capt. H. W. Bens, of Michigan, will soon be completed, and is expected to get away about April 5 for the north. The Elk will have a speed of about eleven knots and is 65 feet long, 16 feet beam and 7.5 feet deep. Her final destination is Kotzebue sound, but until the ice clears from those waters the time will be spent on the Mackenzie river, where promising locations have been made.

The Elk is to carry a party of fifteen men, twelve of whom have already signed for the expedition. They will go on the co-operative plan, and will be under the direction of Capt. Bens. After delivering the party and outfit at Kotzebue sound, Capt. Bens will operate the little steamer during the summer on the route between that point and St. Michael.

Home Missions.

CALIFORNIA SYNODICAL OFFICERS:

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For all H. M. Literature apply to Mrs. Chester Smith, 2613 Pacific Ave., S. F.
Articles designed for this column should be sent to Miss Lucia E. Adams, 129 Haight St., S. F.

THE Alaskan settlement was growing, there was no mistake about it; and that fact, as it was carried hither and thither, from adjacent tribes to tribes remote, had just the effect that such a report is sure to have the world over, however civilized the people.

White men had heard the news in other lands and had said, "Let us go and see!" The natives, hearing of their coming had said like-wise, "Let us go and see." And so it came about that a few honest, hard-working men had set a matter going which resulted in a gathering together of many sorts of people—miners, prospectors, speculators, artisans, mechanics, and some who came to gain what others earned, in return for amusement and the destruction of body and soul.

Saloons and dance houses were soon the most prominent buildings in the town, and it was not long until the eager interest of the music-loving natives was held to the full.

Each day brought new arrivals by canoe, and all along the beach, for a mile and a half, little white tents sprang up as by magic—here and there in close and friendly groups, again, straggling far apart.

Constantly coming and going from their doors were the strange, dark people, filled with wonder at this flood of "snow folk" that had so suddenly appeared in the land; devoured also by a keen curiosity to see and to know all that the white men could do. More than this, having large business instinct, and a love of gain, they were possessed to make money. They were willing to work, and, if money could be made in any other way, they had no scruples of conscience about it.

Nor were they niggards when the money came. In opening up the country many hands were needed, and hundreds of the natives, numbers of whom had never before

held a shovel, were given work with good wages.

With their money they experimented on the white man's way of living, and bought flour, rice, sugar and tea, canned peaches and oxtail soup. They also adopted with astonishing quickness the white man's style of dress—gum boots and silk handkerchiefs being in greatest demand. Still further, the white man's amusements charmed these people of the shores. As the lively notes of the violin floated out from the house of entertainment, the natives young and old would don their latest gaiety and hasten to gather about the windows and doors of this place of enchantment, whence the broad light streamed out above the screens.

The white men too, only more tardily, responded to the call; coming from lonely cabins in the forest, from the crowded, cheerless boarding shanty in the homeless town.

Some of these were men who had followed the camp for many years—to whom earning and spending for nought, had become the habit of life—to whom low indulgences had become a necessity; a few of even this number, loathing self and life until further stimulants were necessary to endurance.

Others were little more than boys. Boys—some of them from Christian homes! Boys, who had wearied of restraint—who had craved a taste of the wide, wide world.

Boys with mothers at home—mothers with aching, hungering hearts; and sisters—pure and sweet! O fathers, make friends of your sons! O mothers—O sisters—make homes for your boys! for the world is wide—and weary! There are boys, who, having come out wilfully, cannot go home in prodigal-son fashion; they must wait; they intend to go, back bye and bye as penitent princes. In the mean time the young heart aches for the old home—for mother—and is ashamed.

The young life is full and its pulse is stirring; the heartache and the dreary homelessness become unbearable; to such, the strains of the violin call to forgetfulness, to excitement, to delirium of sense.

As the crowd increased the white men were admitted, and such of the native women and girls as were permitted, persuaded or paid, to join in the dance. These women soon learned the steps, through their unerring sense of rhythm, and became habitues of the place, drawing others by their graphic description and by the display of their gains.

Even the children caught the infection; and at almost any hour of the day might be seen groups of little ones hanging about, ready to snatch up the orange peel and other bits of edible refuse which found their way to the street. Sometimes they even ventured to the door, and were given sips of sweetened liquors until they became tipsy enough to amuse the on-lookers with their antics and with long sentences of vile and blasphemous speech, learned parrot-fashion, of which they understood not a word.

It was near sunset on a lovely day in the summer of 188—, that, emerging from one of the cabins standing back from the business portion of the village, a man appeared and with a quick, nervous step made his way along one of the numerous paths which had accommodated themselves to the stumps in the street.

He was a man a little past middle age; without home ties he had found himself equally at home in almost every land on the globe; without religious creed he worshipped equally well in a Mohomedan mosque, a Hindoo temple, a Jewish synagogue, a Christian church, or a Chinese Joss house. He had wealth enough to more than suffice for all his needs; nothing held him, impulse moved him. Without being dissipated he had proven many vanities under the sun.

'Twas of one of these vanities that he had been thinking in his cabin, as he sat alone trying to read. Of a day long past, yet often with him as to-day—an unwelcome, hateful present. He had drugged the memory, and had covered it with gayer things—yet, there it was again.

It had come between him and his page that day, a girlish, almost a childish face, with its pleased look, but with dark and pleading eyes. He turned the page, he shut out the face; he read.

Ah! there it is again. It is a startled, a scared face; the eyes are darker and fuller than before.

He closed the book, and took a turn about the cabin. It is gone now, but, what is that which has caused him to lay his head upon his folded arms? Why—that face again, with heavy, bloated features, the wonderful eyes bleared and vacant.

And then follows the scene where that face is pillowed in a little hut. Poor wasted face—poor blasted life! The eyes have it all now; they plead, they reproach, they burn!

And at last they are closed, and the clods are her covering.

Not often had the vision so vividly and so persistently intruded itself upon the man. He would find other companionship; the world was bright enough out doors. And, closing the door of his cabin on the unwelcome ghost, he was soon at the other end of the village.

Without definite purpose, except that of finding diversion from his thoughts, he was ready to stop at the first sign of life or interest on the street.

This he found as he neared a house of pleasure. Loud laughing from a crowd of men lounging about its front, drew him on to see the fun.

Sitting on the edge of the rude board walk, was a native girl of about ten years. Swung on her back in a blanket, was a baby asleep, with its fat face all unprotected from the rosy glare of the sun; its chubby fist thrust into its mouth in blissful content.

The girl's head was also bare, save for the thick cloud of hair which she frequently threw back with an impatient toss.

A number of other children on the walk were affording the bystanders a novel entertainment. This girl with the baby had alone held aloof, and, as the laughing increased, she sat in sullen silence, her grip tightening on her helpless charge.

Her manner was a challenge. Failing to get her to taste the "funny water" or to join the sport, the baby's nose was tickled with a stick until he sneezed; her hair was twitched, her dimpled cheeks were pinched. All the while her small body was filling with rage, silent, but ready to explode.

At last two hands were laid upon her shoulders, when she flung herself violently forward out of reach, and, amid the cheers and shouts of the spectators, went rolling—fat baby and all, toward an open ditch close by.

Gathering herself up, and snatching baby into her arms, she stood a moment, facing her tormentors in speechless passion; her cheeks burned crimson, her breath came quick and hard, her eyes blazed, and then the floods came. No Kling-get words, to cause more mirth, but in their own tongue the torrent poured forth. Such oaths, such curses, such vehement, only half intelligible speech, as startled the hardened men about her, and with the words still on her lips, she sped out of the astonished crowd.

The man who had, but a few moments before, shut his ghost into the cabin, suddenly saw it rise before him as he watched this child.

A vague impulse seized him to follow, to save the girl. His had not been a saving hand before, if now he could prevent what before he had helped to accomplish, he would be satisfied.

Leaving the company who had quickly resumed their fun, he passed down the street toward the long stretch of beach, where the tide was lapsing in low, sweet tones.

A little further on, beside a great boulder, which, at high tide, was entirely covered, but now showed all its wealth of barnacles and little black mussels, stood the girl. In its blanket she had set the baby on the rock before her, having stopped to recover her breath.

At sight of the children, the man slowed his step, and cutting a branch from an elder bush growing near, he proceeded slowly, whittling carelessly the stick he carried.

Whistling an idle tune, he passed without seeming to see the children; and picking up a handful of pebbles stopped to "skip" them out to sea.

As one after another they merrily glanced over the surface of the water, there came a gleeful laugh from the fat baby on the bowl-

der, at which the man half turned, and saw the shadow passing from the girl's face.

Sitting down on one of the rocks, still whittling, he began his mission.

"What's your name, little woman?" he asked, speaking in the easy jargon common among the coast people.

She dropped her eyes, there was no reply; but, at his kindly insistence, she blushed and smiled and made answer:

"No name have I."

"Wouldn't you like to go to school?"

"What is a school?"

"A place where you can learn to know what other people think on paper; where you can learn to think on paper so that other folks can know."

"Where is the place?"

"Right down the street there."

"Where? under the sky?"

"No: in a house—a wooden house with a cover on. Why, how is it that you don't know anything about a school?"

"I know plenty about schools."

"What do you know?"

"Skookum house." (prison.)

"Who go?" "Fools."

"What makes them stay?"

"Slaves—can't get away again."

"How do you know?"

"I have ears; birds sing; frogs croak."

"Oh! The school children have been croaking, have they? did you hear them?"

A sudden shade of perplexity half chased the assurance from her face at this well turned query, but, after a moments hesitation she answered: "Girls who have fathers and mothers like mine and have lived all their years on the beach, go *there* and never come back again; they can't go where they please any more. They have to be put into hot water and scoured with wood and sand to make them white; they're dressed up like white people, and when they come to see their friends they pretend they have been *happy* in that place, and are afraid they might sit down in some fish grease. No! the school children don't croak—they're frogs trying to sing—bah!"

With a laugh of genuine enjoyment, the man received this burst of unqualified disgust, and some moments passed before he made any effort to return to the subject in hand—then:

"But there is another school where you can go for a while every day, to learn books, and then come back to your mother, and have as much fish grease as you want."

No reply; the keen native instinct had felt the slight touch of ridicule.

"It would be nice for you to learn to read," he added cautiously.

"I don't want any school," was the reply.

"But you are in school *now*."

"What?" with a half suspicious, half perplexed expression.

"You *are* in school; you've been in school every day since you were born. You were having a lesson down there by the dance house where I first saw you to-day; did you like your teachers?"

Her only answer was a sudden, involuntary movement of the small, brown hands, and the old angry flash from the eyes.

"What kind of a woman do you suppose you'll be when you get through with this school of yours?" he went on relentlessly; "Did you ever see a girl who had been through it? You mean to be a woman like your mother, do you? You *can't*. Your mother's school was better than yours; the water, the sky, the woods and the spirits

were her teachers; what are yours?"

"Did you ever see the teachers," he continued, "of the schools I told you about, in the town here? Do they look like *yours*, on the street down there?"

The child's face quivered with intense feeling under his cruel kindness, and the eyes grew misty.

There was a little silence; then, changing his manner and his position, the man asked, "Where did you come from? Where is your own country?"

Reaching out her arm she pointed across the shining waves toward the red sun just sinking out of sight, and said with gentle simplicity, "Over there—where that goes."

"What is your father's name?"

"Chalk-ish."

"And what is *your* name?"

Again the conscious blush and smile, but, this time, with a roguish twinkle as she answered, "I cannot say—I do not know."

A bright thought came to his aid. "What is it you call this little black mussel that opens and shuts in such a funny way?—see it!" and into a half opened shell he thrust the end of the stick he had been carving, to see the mussel close upon it with instant resistance.

"What do you call it?" he repeated.

"Yahk," was the willing answer.

"Yahk! that's it—that's your name. I give it to you; don't forget. I shall call you Yahk."

The sun had entirely disappeared, the rose had faded into purple; the purple was growing cold, and he arose to go—carrying his stick and switching the sea weed as he went.

Passing the children on his way he threw a bright piece of silver into the fat baby's lap and walked on without a word.

A few yards off he turned and called back: "Yahk!"

She had turned to watch him as he went; now, a pleased laugh answered him.

"Do you see that house over there?"

"Ah."

"Well, that's mine—I want you to bring your father to that house to-morrow—I want some cord wood, do you understand?"

"Ah."

"Will you do it?"

"Ah."

"All right," and whistling as he went, he soon disappeared down the narrow, crooked street.

Next morning, bright and early, Yahk appeared at the cabin door with her ever present charge—in a very round bundle for a baby—hanging in its blanket on her back. Close behind were her father and mother, both necessary to the transaction of any business.

The morning was warm, and their host would have preferred to hold the conference under the trees, but with heroic sacrifice of fastidious sense, he invited them in, and setting out his one chair for the benefit of the family, he seated himself on the table.

Not a word was uttered by the visitors. They looked about the cabin, taking in its every appointment.

The mother had immediately seated herself on the floor, and to her lap Yahk had slipped her burden.

The father had stood a few seconds regarding the chair uneasily, but, when urged, made an effort to occupy it and was finally successful.

"Have you an axe of your own?" began the host.

"Ah." Yahk's father answered.

"Do you want work?"

"Ah."

"I want some dry spruce wood—*a cord*; pieces so long"—unfolding his pocket rule, "and outside I'll show you how long and how high they must be piled."

"Good. How much you give?"

"Five dollars."

"It is good. Where's the measure stick?"

"I'll get one for you when we go out," the man answered musingly, not rising to go.

As though questioning the silence and the delay, Chalk-ish looked at the man who was mentally laboring over the real business of the morning, how to begin about getting Yahk to school, more embarrassed with this act of simple kindness than he had ever been with anything before.

"Who are you?" asked Yahk's father in a low, quiet way, still regarding his host in that questioning manner.

The man started—hesitated, then answered carelessly, "I'm at sea—you may call me Adrift. That's a good baby you've got there, is it a boy?"

"Ah, it's a man."

"What are you going to do with him? teach him to hunt deer and take salmon by and bye?"

"Ah, ah!" with a laugh from the mother.

"His sister is a nice, strong looking girl, too, what will you do with her?"

With evident pleasure both the father and mother began to speak, but being the more voluble of the two the mother answered—laying a caressing hand on Yahk's shoulder.

"She's a good woman—by and bye she will have a husband."

"What kind of a husband?"

With a half shy, half important look the woman replied.

"I can't say, I don't know." Then in a manner more business like than coquettish she added,

"A white man may be."

Here was another turn of affairs.

What if he should succeed in getting her to school—it was a matter of only a little while at longest that she would be safe; even now, according to their customs, they might make a promise of marriage for her which nothing could annul so far as they were concerned, while for her it would mean at first a grievous submission, a few years perhaps of mingled indulgence and abuse, then—cast aside—a dragging out of bare existence.

To save this child from an evil life had come to him first as an impulse which led him blindly to do he knew not what it might require him to do; he did not stop to think, or to reason.

It had seemed a simple thing to persuade her to go to a Mission Home. Her stubborn resistance had been a hint of character that he felt further interest in proving.

He had "taken the notion" to do something for this particular child, he told himself, and he would not be balked now.

"It is no good," he said to Chalk-ish and his wife, "it is no good to give her to a white man. It is much better to give her to a good man of your own kind."

With a smile they answered, "May be."

"Send her to school," he urged; "let her learn to read and to write and to speak good English words. She can do that and still live with you."

"It is good, very good, but when she gets very white she will want a white husband, she will be loved many blanket's worth, and we are poor, very poor; she is our only daughter—she will give us great comfort in our old age. Yes, yes: she must go to school, she shall learn the white man's own tongue, then he will hold her very dear."

During this conversation Yahk's face was a study, as she sat on the floor by her mother's side following every word with quick intelligence, though only half comprehending its import.

Mr. Adrift, as he had elected to call himself, knew only too well that with such designs, though innocent of guilt, on the part of her parents, Yahk's future would very soon be sealed. There were cabins ready to receive such an inmate.

"What do you want for Yahk—for your little girl?" he asked, seeming to see a way, and only one way to shield her. "Will you promise to give her to no one else if I pay you? I want you to send her to school until she has a woman's heart, and then let her choose her own husband. Will you do it?"

"You want her?"

"Yes; I want you to keep her safe, away from the dance house and the street; I want you to let no one talk about buying her, or marrying her, or whatever you call it. I want you to keep her safe and to send her to school for me—do you understand?"

"Ah! its good; how much you give?"

"I'm going to give her clothes to go to school with as long as she will go; and I'll give you, her father and mother, presents for taking this care of her."

"Ah, it is all good. And for girl—how much you give—we keep you girl?"

"I'll give you thirty dollars now."

"No—no; we love our daughter too much. She is but one we have, she is a little one, she is pretty, she is very strong, she will learn white man's talk very quick. No, no. We are poor, but our little daughter is very dear to us."

"You shall keep her for me," persisted the stubborn man of impulse. "I will give you fifty dollars now, and more again if you keep your word."

"The word of Chalk-ish and his children's mother does not break. Five tens of your silver are very good, but—you see I am poor, I have no clothes like white man's, and her mother—she is poor."

"Come outside with me now, till I go to the store. I will be back soon." It was with some haste that the visitors were shown out, and, locking the door behind him, he strode into the town.

In a short time he returned to the family still patiently waiting at his door, and handing over to Yahk a part of his burden of bundles he unlocked the door and bade them enter.

There was much manifest pleasure among the recipients as he opened the packages and handed out, first to the mother, a print dress pattern, a shawl and a silk handkerchief for the head; to the father a suit of Boston clothes; to the baby a bag of candy, and to Yahk herself, a silk handkerchief, a little Jersey waist, shoes, stockings, and material for such other clothing as a school girl might require. Last of all he counted out

the fifty shining dollars. These were soon snugly done up in a leathern pouch, hands were then shaken with the renewal of the promise, and the well satisfied parents, with their children went on their way.

Left to himself he mused:

"I suppose I'm a fool, but I might as well show it in this way as any other. It's something new, anyway, and there's nobody to grumble at my extravagance. It's a notion I can afford to take. If anything can be made of that girl she shall have the chance, and she looks as though there were stuff to work on." MRS. EUGENE S. WILLARD.

(To be continued.)

More or Less Correct.

(New York World.)

J. Bight, Kimberley, S. A.	\$1,000,000,000
Li Hung Chang, China	500,000,000
J. D. Rockefeller, New York	250,000,000
Prince Elim Demidoff, Russia	200,000,000
Cornelius Vanderbilt, New York (estate)	125,000,000
W. K. Vanderbilt, New York	100,000,000
Andrew Carnegie, New York	120,000,000
John Jacob Astor, New York	100,000,000
William Rockefeller, New York	100,000,000
William Waldorf Astor, London	100,000,000
Lord Rothschild, England	75,000,000
Duke of Westminster, England	75,000,000
Lord Iveagh, England	70,000,000
M. Heine, France, silks	70,000,000
Alphonse Rothschild, Paris	70,000,000
Baron A. Rothschild, Vienna	70,000,000
Archduke Frederick, Austria	70,000,000
Banker Mendelssohn, Berlin	60,000,000
Prince J. Lichtenstein, Austria	60,000,000
J. H. Flagler, New York	50,000,000
Brewer A. Dreher, Austria	50,000,000
Duke of Devonshire, England	50,000,000
Duke of Bedford, England	50,000,000
Duke of Norfolk, England	50,000,000
Duke of Buccleuch, England	50,000,000
Lord Derby, England	50,000,000
Lord Bute, England	45,000,000
Lord Cadogan, England	45,000,000
Gunmaker A. Krupp, Berlin	45,000,000
Prince Pless, Germany	45,000,000
Count Henckel-Donnersmarck, Germany	45,000,000
Banker E. Rothschild, Paris	40,000,000
Sir E. Blount, England	40,000,000
Claus Spreckels, San Francisco	40,000,000
Archbishop Cohn, Austria	40,000,000
Prince Schwarzenberg, Austria	40,000,000
Prince Esterhazy, Austria	40,000,000
J. B. Haggin, New York	40,000,000
Sen. W. A. Clark, New York	40,000,000
H. O. Havemeyer, New York	40,000,000
P. D. Armour, Chicago	40,000,000
C. P. Huntington, New York	35,000,000
George J. Gould, New York	35,000,000
J. Pierpont Morgan	35,000,000
H. M. Flagler	35,000,000
Alfred Beit, England	35,000,000
Alfred Rothschild, London	35,000,000
Duc d'Arenberg, Belgium	30,000,000
Captain McCalmont, England	30,000,000
Count Woronzoff, Russia	25,000,000
Angelo Quintieri, Italy	25,000,000
Baron Leitenberger, Austria	25,000,000
Prince Montenuovo, Austria	25,000,000
John D. Archbold, New York	25,000,000
Harold McCormick, Chicago	25,000,000
J. R. De Lamar	25,000,000
Marshall Field, Chicago	25,000,000
Levi Z. Leiter, Chicago	25,000,000
Leon Say, France	25,000,000
Prince Yousouppoff, Russia	25,000,000
W. C. Whitney, New York	25,000,000
W. L. Elkins, Philadelphia	25,000,000
James J. Hill, St. Paul	25,000,000
Russell Sage, New York	25,000,000

CAPT. COGHLAN'S SONG.

At the dinner in New York where the undiplomatic speech was made by Capt. Coghlan of the "Raleigh," the Captain also sang, and his song was received with shouts and roars of applause. This is the song:

HOCH DER KAISER.

Der Kaiser of dis Fatherland
Und Gott on high all dings command
Ve, two-ach! Don't you understand,
Myself—und Gott.

Vile some men sing der power divine,
Mein soldiers sing "Der Wacht am Rhein."
Und drink der health in a Rheinisch wine
Of Me—und Gott.

Dere's France, she swaggers all around
She ausgespleidt.
To much we think she don't amount;
Myself—und Gott.

She vill not dare to fight again,
But if she shouldt, I'll show her blain.
Dot Elsass (und in French Lorraine)
Are mein—by Gott!

Dere's grandma dinks she is nicht small
beer,
Midt Boers und such she intereferes;
She'll learn none owns dis hemisphere
But Me—und Gott!

She dinks, good frau, from ships she's got
Und soldiers midt der scarlet goat,
Ach! We could knock them! Pouf! Like
that,
Myself—midt Gott!

In times of peace, brebare for wars,
I bear the spear and helm of Mars,
Und care not for dem thousand Czars,
Myself—midt Gott!

In fact, I humor efray whim,
With aspect dark and usage grim;
Gott pulls mit Me und I mit him,
Myself—und Gott.

Popular Educator NOTES. Oct 1892
Boston

—In his recent report to the Bureau of Education, Dr. Sheldon Jackson, general agent, describes existing conditions in Alaska, where twenty day schools are maintained by the Interior Department, with twenty-three teachers and 1267 pupils. A public school was opened at Circle City in the Yukon mining district, he says, but the Government authorities fear that it will be necessary to close it because of the general exodus of the city's population to the mining districts.

INCREASES UNCLE SAM'S DOMAIN.

Result of Capt. Pratt's Survey of Yukon's Mouth.

SEATTLE, Wash., October 17.—The Post-Intelligencer says one of the results of the survey of the mouth of the Yukon river this summer by Captain Pratt of the coast and geodetic survey is to add an area of 2,500 square miles to Uncle Sam's domain.

Captain Pratt found that the south mouth of the Yukon empties into Bering sea twenty miles further west than has been supposed. In addition to this it was found that the whole coast line from Cape Dyer almost to St. Michael is further west than is shown on the maps.

REAL ESTATE GOSSIP

Favorable Condition of the Market

New Park Driveways.

In the near future Rock Creek Park, or at least portions of it, will be accessible to the public, owing to the opening up of drives, which is now being done under the direction and according to the plans of Captain Beach, the Engineer Commissioner. Such progress has been made that parts of the new roads are already in use, notably that extending from the Klingie road to the Pierce Mill road, along the eastern bank of Rock creek.

This driveway now begins at the Woodley road, at the southern end of the Zoological Park, and extends through that park with a continuation into the Rock Creek Park, as above stated. The new drive now leads into the Pierce Mill road at the bridge, and is continued by that road and the Broad Branch road to Argyle Mill road, and then along the latter to the old mill site. During the past few months, by means of the money appropriated at the last session of Congress, Captain Beach has had a driveway built through the tangled woodland of Rock creek valley, following the creek first on the west side and then for the greater portion of the distance to the Military road on the east side.

The Rock Creek Valley.

The part of the drive from the Argyle road to the Military road is only partially completed, although the grading has been finished for some time and the workmen are engaged in macadamizing. Even in its present state it is possible to go over in a carriage, and so in this way there has been an opportunity afforded of visiting a section of Rock creek valley which heretofore has been practically inaccessible. When other roads are opened up through the park the public will begin to fully realize what a valuable acquisition to the attractiveness of this city this beautiful region is.

Another main driveway is also being opened by Captain Beach along the ridge beginning at the intersection of the Argyle and the Broad Branch roads and extending north to the Military road.

It is the purpose to continue these driveways north from the Military road to the bounds of the park, which there are identical with those of the District.

A Chain of Parks.

In this connection it is noted that the suggestions in the annual report of the president of the board of trade, which was presented at the last meeting of that body, in regard to the completion of the chain of parks and drives which will encircle the city have attracted a good deal of attention.

The opinion is expressed in real estate circles that the development of the city is such that in the course of a few years such features will be considered necessary, so that the new portion of the greater Washington shall be equal in attractiveness and health to the older part.

AUGUST 4, 1897.

KOKO, THE CHIEF; OR, A RAY OF THE NORTHERN LIGHT.

BY M. D. MCLELLAND.

Koko was a native Alaskan in the Indian village named Howcan, now called Jackson, in honor of Dr. Sheldon Jackson, who founded the Presbyterian mission here. Koko, though not the highest chief, was leader of a strong family or clan, and ranked second in the tribe in honor and influence. When Rev. J. L. Gould took charge of this mission, fifteen years ago, Koko became one of the very first adherents, and was always a staunch friend of the mission and missionaries. He was anxious to learn both the religion and habits of white men. He became one of the most active Christians, and, considering his opportunities and development, lived as consistent a life as the great majority of professing Christians in any land. He rarely missed a religious service until within the last two or three years, when sickness hindered. And he was always ready to speak a word, or lead in prayer, when opportunity offered. When absent with the natives on their annual hunting and fishing excursions, he would never look after his traps, or "break camp," on the Sabbath. God's Day must be kept as carefully there as in the village, under the eyes of the missionary. His life was not without great struggles to overcome his natural disposition and early training.

When Mr. Gould came the chiefs considered all work, unless it were hunting, or steering a canoe, as degrading to their dignity. But when they saw the "white chief" work, they wanted to learn to work, too. Koko was one of the first chiefs to come to Mr. Gould for work. The latter employed him for a dollar a day, and parceled out what he thought even an inexperienced man could accomplish in considerable less than a day. At the noon hour he said to Koko: "Did you get half done?" "Don't know; perhaps." At the evening hour he said: "Did you complete that work?" "No." "But you should have done that in less than a day. If I give you a dollar, you must do a dollar's worth of work." "But what would I do to-morrow?" Evidently, Koko did not need to learn that which is the inherent vice of white men—to secure the most money for the least work. But to his credit be it said that he afterwards became one of the most faithful of workmen.

The Indians guard with jealous care the totem poles which commemorate the deeds and achievements of their forefathers. They are taught that a failure to do this shows disrespect, and heaps dishonor upon their ancestry. They allow these poles, which are nothing else than huge trees carved and set in the ground, to stand after they have become so decayed as to be dangerous. Yet Koko was the very first to voluntarily cut down and burn the totem poles which stood in front of his ancestral house, saying, if they remained standing, they might make him proud. It is to be regretted that his example has not been more generally followed.

Koko was not proud of the fact that he was an Indian. He was very dark-skinned even for a native. One day he said to Mr. Gould: "I wonder why God made me so black."

We arrived at Jackson about two weeks before Koko's death, and it was our privilege to visit him several times. He used only a few words of English, and I used only a few words of Chinook, so that it was impossible for me to carry on a conversation with him. But he seemed like one waiting. Jesus, in whom he trusted, did not forsake him in his dying hour. To Mr. Gould he would express his confidence and peace, and he always wanted us to pray with him. He loved to have Mrs. Gould sing for him the songs they used in church. The day before he died I went alone to visit him. I saw that he was rapidly growing weaker. He recognized me at once, and, looking at me, would shake his head as if to say: "This life is nearly gone for me." But there was no terror depicted in that countenance; only peace. It was a Christian who was dying. His aged wife would only attempt to say to me, "Halo muck a muck," meaning no food, or he has eaten nothing. I knelt by the bedside and prayed. When I departed I took his hand and said: "Good-by, Koko!" He grasped mine firmly, and, being able to speak a few words in English, replied: "Good-by! good-by!" We both felt that it might be our last meeting on earth, and such it proved. That night we heard the booming of the cannon, with which the natives always announce the death of a chief. The soul of Koko had passed away from earth.

The natives used to keep the body of a chief for days, that they might make, in honor of the departed, a great feast and demonstration. But the next day the body of Koko was laid away in the grave. The burial services were simple and Christian in character—the singing, the prayer, the words of comfort and counsel. None of the wailing and commotion and display that formerly attended such events. A boat and a canoe carried us over the half mile to the little island cemetery in the channel. And there, under the drooping branches of hemlock and cedar, were laid to rest the remains of the Christian chief, Koko. When the shallow grave had been filled up, and tastefully covered over with shells and pebbles from the beach, we sang: "When the roll is called up yonder, I'll be there." Who can doubt that we sang these words believing that the soul of Koko had already entered into eternal life; that he had already joined that throng where he would no longer wonder "why God had made him so black," but rather wonder at the love of that God who had washed him, and made him whiter than snow?

JACKSON, Alaska.

MORNING PRAISE.

BY REV. EDGAR C. MASON.

Jesus, take my heart and fill it with thy grace,
Open thou my lips that I may sing thy praise.
Let thy joy abound within my soul to-day,
Drive all worldly thoughts far from my mind away.

Thou art worthy, Lord, of all my highest thought,
When compared with thee, all earthly things are naught.
On the cruel cross thy blood was shed for me,
From the power of sin that blood has made me free.

Angels praise thy name around the throne in heaven—
How much more should men for whom thy life was given!
Let thy Spirit's power within my heart abound,
And thy praise I'll tell through all the earth around.

Poor is all my praise while in this world of woe,
Poor the song I raise with mortals here below;
But when I shall stand with all the ransomed throng,
In the Better Land I'll join the glad "new song,"

BASKING RIDGE, N. J.

FOR more than thirty years Alaska, so far as legislation can make it, has been a prohibition country. Practically since the United States acquired it the importation, manufacture and sale of intoxicating liquors has been unlawful. On July 1 the prohibitory liquor law of Alaska will be superseded by a stringent high license law. Temperance people feel that this law means much for Alaska and great good will result from it. Prohibitionists bewail the times and this, as they term it, retrogressive legislation. They have fought it all along the line and now that the prohibitory liquor law is about to be wiped off the statute books they await the time with bowed heads and downcast eyes. The whisky smugglers, the dive-keepers, the small joint owners, the "Last Chance" managers and "the bootleg peddlers" are, too, on their knees, hoping with their good friends, the prohibitionists, that somehow time will stop in its course and this calamity, as they view it, be averted. Meanwhile the business men of Alaska, no matter how much they may differ as to the details of the law, feel that the country will be benefited by this wise legislation. They believe that the principle is right and that whatever defects it may possess are to be attributed to a want of knowledge by its framers of Alaskan conditions.

Under the Russian rule, laws for suppressing the liquor traffic were, of course, unknown. In fact it used to be the custom of the Russian Fur Company to deal out to its common laborers steaming liquor at least once a day and as for the higher employes and governing class liquor and fine wines were, with a few notable exceptions, their daily as well as nightly portion. The present wharf building at Sitka was used as a depot for wines and liquors of all kinds and at all times endeavors were made to have the inflow equal to the outflow. These came from Russia overland through Siberia, and from there to Alaska. It was no uncommon occurrence for the traveler in Siberia to meet a pack train, the horses loaded only with wines and liquors, so large that it took a whole day to pass it.

First United States Law.

In 1867 the United States purchased Alaska from Russia and in 1868 Congress passed a law giving the president power to restrict, regulate or prohibit the importation and use of distilled spirits there. In 1884 congress passed what is known as the organic act of Alaska, establishing a civil government for it. The "importation, manufacture and sale of intoxicating liquors in said district (Alaska), except for medicinal, mechanical and scientific purposes," were absolutely prohibited. On May 4, 1887, the president by an executive order prohibited the landing of intoxicating liquors at any port in Alaska except upon a permit issued by the chief customs officer of such port, and he was to issue such a permit only when he had evidence satisfactory to himself that the liquors imported were to be used solely for sacramental, medicinal, mechanical or scientific purposes. Another executive order was issued on March 13, 1892, authorizing the governor of Alaska to issue special permits to persons allowing them

to sell intoxicating liquors for medicinal, mechanical and scientific purposes and prohibiting all persons without such permit so to do.

It must be apparent, even to the most casual observer, that the liquor legislation for Alaska has at all times been of such a character as to produce evil results. It was passed in the first instance solely with the idea and for the purpose of keeping it from the native peoples. The act of 1868 proves this irrefutably, as firearms and ammunition are legislated for precisely as are distilled spirits. The opening sentence of section 1555 of the revised statutes of the United States is as follows: "The president shall have power to restrict and regulate or to prohibit the importation and use of firearms, ammunition and distilled spirits into and within the territory of Alaska." Such being the case congress ought to have named specifically the native peoples of Alaska and prohibited the giving or selling of intoxicants to them under severe penalties. Congress has done this in the law which goes into effect next July. Had congress done this in the old law thirty-one years of error would have been avoided with all of the evil effects and crime and corruption that have flowed from it.

The executive order of May 4, 1887, is another mistake for which Alaska has dearly paid and to which the custom house scandals of last year are directly trace-

able. Instead of inaugurating some fixed way by which all citizens could import necessary liquors for mechanical, medicinal and scientific purposes and holding them strictly amenable to the law for any violation thereof, it placed all power in the hands of the chief officer of customs and made him the sole judge as to whether whisky would be allowed to come in or not. It was too much power and too great a temptation to place in the hands of most men and especially in those who owed their position to political pulls thousands of miles away, who were only in Alaska for "what there was in it," possessed not a dollar's interest in the country and who intended to return to the states on the same boat that brought their successor. It took eleven years for the seed this order sowed to grow and bloom out in all of its rottenness, but when it did its stench covered all Alaska and citizens in the states knew that frightful odors were coming down from the northland.

Law in Disrepute.

The executive order of March 12, 1892, judging from the way in which it has been executed and juggled, was a continuation of the work calculated to injure Alaska and bring law into disrepute. This allowed the governor to permit persons to sell whisky for lawful purposes. The first governor started in to grant permits generally and use the proceeds for public improvements. This was wholly without warrant of law as he soon found out. The next governor concluded to be very cautious in granting permits and to grant only to those upon whom he considered he could depend. The result was that the men to whom the governor granted permits to sell whisky possessed a monopoly of it and were soon doing a wholesale business selling to saloons and in fact to all those who desired whisky in large quantities. The confidence of the governor being abused he revoked all of his permits and with one or two exceptions refused thereafter to grant any. The present governor adopted a wise course and decided to grant permits to all those who applied therefor and who strictly complied with the laws, gave a good and sufficient bond and announced that any person so obtaining a permit who violated the law would be prosecuted in the ordinary manner and his bondsmen held responsible. The result was that every citizen was put on an equal footing, as far as the governor was concerned. Only those who wanted permits for lawful purposes applied therefor and but few permits were really granted. But in the fore part of 1898 the secretary of the treasury ruled that even though a person possessed a permit from the governor to sell intoxicating liquors for medicinal, mechanical and scientific purposes still he could get no liquors unless allowed to do so by the collector of customs.

This took all substantial authority from the governor and left the executive order of 1892 simply a toy in his hands as all permits issued by him were really worthless unless the chief officer of customs deigned to allow liquor to be imported.

Previous to the great rush to Alaska liquor was brought in there in two ways. First in small sloops from Fort Sampson, B. C., by those who made a regular business of supplying the trade. The smuggler would cache his goods in some secure place near the town where he intended to dispose of them and sell them as the demand required. The Alaskan bays being numerous it was nearly impossible to catch the men engaged in smuggling, and in fact no great effort was ever made to do so. The bulk of the liquor reached Alaska through this route. The government was defrauded out of thousands of dollars of revenue and enormous losses caused to American merchants. The other way was by means of the various vessels plying between Puget sound and Alaska. Some would be brought in by the sailors, and some would be concealed away in innocent looking packages. Oftentimes a merchant in paying his freight bill would find it considerably larger than it ought to be, but he would ask no questions and shortly after the extra freight money would find its way back to him. Generally he knew what it meant. The population was small and widely scattered, and but little trouble was experienced in getting in all the liquor required. There was probably no organization as such, and none was necessary. Some of the larger smugglers had of course numerous men in their employ. With the Alaskan rush the demand increased enormously. A whisky ring was organized, with headquarters in Portland, Or., and rose on the inside dreamed of the millions almost in sight. The plan was to have a person in each place in Alaska to the wholesale business, who for this village was to pay from 75 cents to \$1 gallon for every gallon he imported. Goods were not to be "molested," of course, nor was he to have any competition, for all other whisky coming to that place was to be seized and confiscated. All the saloon men must patronize the local reefer or practically go without any as all other avenues were to be

Organizers were sent out and soon everything was in a flourishing condition. But it was not long kept a secret, and the coarse work done, coupled with internal dissensions, soon gave it away and to all Alaskans it became as well known as it was that William McKinley was president of the United States. At the May, 1898, term of the United States district court the grand jury began some investigations and returned indictments against certain parties alleged to be connected with the whisky ring. These indictments are still pending. The action of the grand jury effectually broke up the ring and the policy of the government now seems to be to cover up the whole matter and avoid as much scandal as possible. That this is wrong is patent to every lover of good government. This matter should have been probed to the bottom and the sunlight of truth allowed to shine in. Had this been done the lesson would be such as to deter others from like doing and for a generation at least no such scandals would have again arisen upon this coast. But the dragon's teeth have been sown and the harvest will surely follow.

Effect on Retail Trade.

The new high license law provides that wholesalers of liquors shall pay a fee of \$2,000 per year, breweries \$500, and bottling-works \$200. The law as it effects the retail trade is substantially as follows:

A retail or barroom license is required for every hotel, tavern, boat, barroom, or other place where intoxicating liquors are to be sold and the fee therefor is as follows:

1. In settlements of 1,500 population or upwards, \$1,500; in towns, camps or settlements of more than 1,000; and less than 1,500 population, \$1,000; and in towns, camps or settlements of less than 1,000 population, \$500. It is further provided that the words towns, camps or settlements shall be construed to embrace the population within a radius of two miles of the site wherein business is to be done under the license. And it is further provided that no retail liquor license shall be granted until it is satisfactorily shown that the place where it is intended that intoxicating liquors are to be sold is properly arranged for selling the same in a substantial building which shall have cost in its construction not less than \$500.

Every person applying for a license to sell intoxicating liquors in Alaska shall file a petition therefor with the clerk of the United States district court for Alaska and must accompany the same with the regular license fee together with a fee of \$5 for the clerk of the court. Said petition is numbered and acted upon in order by the court. Said petition shall contain:

1. The name and residence of the applicant, and how long he has resided there.
2. The particular place for which license is desired designating the same by reference to street, locality or settlement, in such manner that the exact location at which such sale of liquor is proposed may be clearly and definitely determined from the description given.

3. The statement that the applicant is a citizen of the United States, or has declared his intention to become such; that he is not less than 21 years of age, and that such applicant has not been, since the passage of this act, adjudged guilty of violating the laws governing the sale of intoxicating liquors for the prevention of crime in said district.

4. If any false statement is made in any part of said petition or affidavit the petitioner or petitioners shall be deemed guilty of perjury and, upon conviction thereof, his license shall be revoked and he shall be subject to the penalties provided by law for that crime.

5. That he intends to carry on such business for himself and not as an agent for any other person, and that if so licensed he will carry on such for himself and not as the agent of any other person.

6. That he intends to superintend in person the management of the business licensed, and that if so licensed he will so superintend in person the management of the business so licensed.

Granting of Licenses.

Before any license is granted it shall be shown to the satisfaction of the court that a majority of the residents, male and female, over the age of 18 years (other than Indians) within two miles of the place where it is proposed to sell intoxicating liquors have in good faith consented to the sale of the same, and the burden shall be upon the petitioner to show that a majority of the white male citizens have so consented, and no license shall be granted in the absence of such evidence.

If the court acts favorably upon petitioner's application the clerk issues a license as prayed for which is good for one year. No intoxicating liquors can be sold to any minor, Indian, or intoxicated person or to an habitual drunkard. Said license can only be transferred by the licensee to another person by the written consent of the court upon an application made to it in writing. The licensee must place his license in a conspicuous place in his chief place of business so that it can easily be

read by any one entering such place. All applicants and persons holding licenses shall at all times allow the clerk of the court, or any United States marshal, or deputy United States marshal, or any United States commissioner, full opportunity and facilities at all times, during business hours, to examine the premises where intoxicating liquors are sold and for which a license has been asked for and granted.

Every person selling intoxicating liquors in the district of Alaska without first having procured a license therefor shall upon a conviction thereof be fined not less than \$100 nor less than \$1,000, or imprisoned for not less than one month nor more than one year; and for every like offense thereafter shall, in addition to the penalty above named, be imprisoned not less than two months nor more than one year.

Fines and Penalties.

If any person after obtaining a license, violates any of its provisions he shall, upon conviction, be fined not less than \$50, nor more than \$200, and upon any subsequent conviction during the year for which such license was issued shall be fined in like amount together with 25 per cent of the fine imposed immediately preceding and have license revoked and in case of non-payment shall be imprisoned for a period of time not exceeding six months or till the fine and penalties are paid.

No minor under the age of 16 years, without the consent of his parents or guardians, shall be allowed to enter any place, excepting a hotel, where intoxicating liquors are sold.

No license shall be granted to any person to sell intoxicating liquors within 400 feet of any public or private school or church building unless such were erected after the business of selling intoxicating liquors was established.

No person shall employ or allow any female or minor or person convicted of crime to sell, give, furnish or distribute any intoxicating drinks to any person or persons. Neither shall any licensee permit any liquor to be sold in his establishment to any person under the age of 21 years under a penalty, if convicted, of a forfeiture of his license, and if forfeited no license shall be granted to him again for a period of two years.

Prosecutions for the violations of the provisions of this act may be on information filed in the district court, or before a United States commissioner. Or such prosecutions may be on indictment by a grand jury. And it shall be the duty of any of the following officers, to wit: United States commissioners, United States marshal or any deputy marshal, the United States attorney or any of his assistants, to begin such prosecutions on the representations of two or more reputable citizens.

DEAD BODY TELLS THE TALE.

Disaster Comes to a Gold Prospecting Party in Alaska.

FOUR MEET TERRIBLE DEATH.

Prominent New Yorkers Organized to Search for the Precious Metal—Two of Them Desert Because of Dissension and the Remaining Four, While on Their Little Steamer, Encounter a Fatal Storm

A LIFELESS body washed up on the beach of St. Michael island, an overturned steamer and a scow load of old machinery, tell the story in a few words of another ill-fated party that sought fortune in the wilds of Alaska. Of the original party that left New York September 31, 1898, but two survive, John Becker and Theodore Diederick, the others, Mr. and Mrs. Emil Kuhner, Oscar Becker and a man whose name is unknown, having been drowned

sometime between September 10 and 20. The body washed up on the beach was that of Oscar Becker, the others no doubt being in the house of the overturned steamer. The steamer ship Roanoke, which arrived from St. Michael yesterday, brought down the story.

THE first information regarding the drowning was brought to St. Michael by two natives, who claim to have seen the boat overturn during a severe wind storm which prevailed about the middle of September. They made their report to Lieut. Percy M. Cochran, the commanding officer of Port St. Michael, who ordered the government launch Nordica to the scene of the accident. The news was brought in on the 24th of September, and on the 25th the Nordica was under way. Nothing more was heard of the matter until two days later, when the Nordica returned with a scow in tow and the body of Oscar Becker. Owing to the high surf the crew of the Nordica could not make an examination of the overturned steamer, which no doubt contains the bodies of Mr. and Mrs. Kuhner and the unknown man. There being no one at St. Michael at the time to claim the body, it was ordered interred by Lieut. Cochran. Several books and papers were taken off the body, but owing to their water-soaked condition they were not legible. Robert Wilson, master of the Nordica, knew Becker and the other members of the party, having met them at Hamilton station, on the Yukon river, where they wintered. He could only give a disconnected account of their connections, place of residence, etc., and it was not until the arrival at St. Michael of the steamer Cudahy on October 5 that a reliable account of the expedition could be had. Theodore Dielerick, one of the original party, is an oiler on the Cudahy, and an old friend of the Kuhners and Beckers. He told the following narrative of the expedition:

Party Came From New York.

"The party was made up in New York city in the spring of 1898. The Beckers and Kuhners, who lived at 110 East Seventy-first street, were old friends of mine, and when the great richness of Alaska became known we made up our minds to organize a party and seek fortune with the thousands of others who were pouring into the country from all over the United States. The Beckers were people of comfortable circumstances, having been engaged in the jewelry business for many years. Kuhner, also, was a practical jeweler, and married Miss Becker several years ago.

"When the party was first talked of I objected to a lady being one of the members, but I was overruled, and told how useful a female would be on such an expedition. For eight years I was an officer in the Society for the Prevention of Cruelty to Children, and had saved up a nice nest egg. This I put into the Alaska scheme, the agreement being that we all should share alike. We had a small iron steamer, which we named the Jennie K., after Mrs. Kuhner, built at the Crescent shipyards in Elizabethport, N. J., and shipped to Seattle, at which place we arrived June 6. The boat was loaded onto the deck of the steamer Ellihu Thompson and brought to St. Michael, arriving July 18. The boat was launched soon after arriving here, but we did not leave for the river until August 27. Troubles began soon after leaving port, stormy weather causing us to lay to for several days at the mouth of the canal.

Accidents and Dissensions.

"On September 5 we made another start, but had gone but a short distance when another storm blew up, causing us to cut the barge adrift and make for Point Romanoff, where we remained for several hours until the sea calmed down. We finally made the mouth of the river September 7, but had no sooner got inside when several tubes in the boiler blew out. This caused another delay of several days' duration. We were told before leaving New York not to lose patience in Alaska, so we worked away with a will and patched the boiler and again got under way, but we had not gone far when some more tubes blew out. From that time seeds of discontent were sown, and by the time we reached Hamilton station, where

we were to winter, dissensions were many and frequent. So disagreeable were they that John Becker left the party on January 1 and spent the balance of the winter on two little boats anchored near by. Oscar Becker and I stood the wrangling as long as we could, but we, too, left the boat after Kuhner had threatened to shoot us. We joined John Becker, and remained there until early in May, when I went aboard the steamer Cudahy as oiler and John Becker joined the steamer Powers as night watchman. I have remained on the Cudahy ever since and John Becker is on the steamer Leah. Oscar Becker rejoined his sister and brother-in-law and remained with them until the accident.

Saw Them Last in September.

"The last I saw of the party, or rather the steamer, was on September 3, on our last trip up the river. At that time they were anchored in midstream between Kuklik and Hamilton, on the Yukon. We passed them early in the morning and tried to hail them, but they evidently were asleep and did not hear us. They were then, no doubt, on their way to either this place or Cape Nome. Mrs. Becker, the mother, is living at 110 East Seventy-first street, New York city, with two of her children, Lillian and Arthur. She is a lovely old lady and moves in a very respectable circle of German society."

Owing to the lateness of the season it will be impossible to make further search for the bodies of the other members of the party.

CONDITIONS AT NOME.

Two Thousand Five Hundred People Will Winter There.

Among the arrivals by the steamer Roanoke yesterday was R. S. Ryan, who was chairman of the town committee at Nome which established the municipality there last July. Mr. Ryan has been continuously a resident of Nome from June last until leaving by the Roanoke about two weeks ago, and he furnishes much information concerning the history of the beginnings and development of the town and its condition at the present time.

As long ago as April, some two months prior to Mr. Ryan's arrival there, the earlier comers had platted a townsie, lying on both sides of the Snake river at its mouth, comprising eighty acres, about forty on each side. This location is about twelve miles west of the point of Cape Nome. As at first laid out, the town lots were divided among the then residents, Mr. Ryan says, by the miners taking possession of them at an agreed hour. This arrangement was soon followed by disagreements, and many serious quarrels were the result.

In the meantime the North American Transportation & Trading Company had established headquarters at the mouth of the Snake river, about four miles east of the Snake, and made efforts to get the town there, but the Snake river location was the better, being high and dry, and the Nome river attempt did not prosper. The transportation company still has its tents and goods there, but the growth of population centered at the mouth of the Snake.

There has been considerable confusion of names regarding this locality, resulting from the conditions under which it came into the world's knowledge. When the first communications regarding it were made to the government at Washington the beach had no name, and as the nearest place having an official geographical designation was Cape Nome, the mining settlement began to be called Nome City. A short distance above the town a small stream known as Anvil creek comes into Snake river, and the camp became known as Anvil City.

At this time the only representative of the civil government resident at Nome was the United States commissioner. This officer's authority extended only to criminal and probate cases, and there was no magistrate before whom civil causes could be tried. United States District Judge Johnson, in charge of the district of Alaska, visited the new town early in the summer, and was appealed to to take charge of these disputes, but he could not remain, and after collecting the liquor taxes he returned to Sitka. United States troops under Capt. Walker were sent to the new center of interest, and established their camp under the name of Camp Anvil City. Since then buildings for this military post have been constructed there for the government by the Alaska Commercial Company at an expense of \$25,000, comprising barracks, hospital, officers' quarters and reading room, all substantial structures. At present about thirty-two officers and men are stationed there under Lieut. Craigie, who is proving himself an efficient and popular commandant, as was Capt. Walker before him. It is expected that in the spring the garrison there will comprise 150 men.

There seemed likelihood that the persons who had come into possession of the lots on the townsie under the provisions of the first arrangement might not be able to perfect title to their lands, and in

other mass meeting was held to devise better plans for securing the permanency of their holdings.

At this meeting a committee was appointed to prepare a city charter, which was duly prepared and presented in a subsequent general meeting, by which, after sundry amendments, it was approved and adopted. The town plat under the name of the municipality of Nome is laid out in regular blocks of twelve lots each, each lot being 50x140 feet to a twenty-foot alley, forming a block 300 feet square surrounded by streets sixty feet wide. The post-office is also called Nome.

Judge Johnson's advice was that the citizens should proceed to elect their own judges, saying that he believed the United States courts would uphold their findings. This was accordingly done, and a full list of city officers was elected, any resident whose nomination had a constituency of twenty-four or more being eligible as a candidate on the ballot.

The city is governed by a municipal council of six members and a mayor. The council has charge of all the departments of public service. There is a chief of police, with some eight or ten officers, and power to appoint any deputies needed. T. D. Cashel was elected first mayor.

At present, in Mr. Ryan's opinion, there are about 2,500 inhabitants in Nome, all of whom will have to remain during the winter, and he is doubtful whether there is a sufficient supply of food to allow of any extravagance—certainly none must be allowed to be wasted. Flour brings \$7.50 per sack of fifty pounds.

H. L. JAFFE FORTUNATE AT NOME.

Has Interests in Rich Claims There and Also Visited Cape York.

H. L. Jaffe, a Seattle boy, and a member of the firm of Jaffe & Co., has no reason to regret going to Cape Nome, where he went in June on the Laurada. He returned on the Roanoke, gold laden. While there he had the good fortune to secure lays on several of the richest creeks in the district, notably No. 4 above and No. 4 below on Anvil, No. 3 Buster and one on Dexter. No. 5 Glacier he owns. All of his lays he worked more or less, and it is his purpose to develop them on an extensive scale in the spring. To this end he and his associates will charter a schooner on which to transport the necessary supplies and machinery.

Mr. Jaffe is one of the few men who saw the new Cape York district, which he visited in September. Concerning this camp he said:

"We ran the steamer Mattie Farrington from Cape Nome up to the new find, and were there long enough to convince me that it is a second Cape Nome. For the same amount of work the prospects show better than they did at Cape Nome. The beach diggings of Cape York are of the same general character as those at Nome, and where worked have shown up just as rich. There were 200 men who expected to winter there when I left in September, and I think many more will go from Cape Nome to the new camp before spring."

Jaffe had about \$150 worth of sample gold nuggets, taken from New Eldorado creek, a promising stream midway between Cape Nome and Bonanza districts. It is almost as fine as that taken from the Nome beaches.

Word, Jaffe says, had reached Cape Nome of the wreck of the Laurada, and that one of Charles D. Lane's schooners was dispatched about the time the Roanoke sailed to St. George island with instructions to try and take the Dunn expedition off the island. The plan was to butcher the cattle, as also the sheep, shipping the beef and mutton to Cape Nome, if possible.

STEAMER ALPHA REPORTED.

Sailed From Dutch Harbor for Cape Nome October 20.

A. E. Murphy of this city is in receipt of a letter from Judge Walter Church, a passenger, announcing the arrival of the steamer Alpha, the last vessel to sail for Cape Nome, at Dutch harbor. The letter was written October 20, and stated that the Alpha would resume her voyage to Cape Nome at 2 p. m. of that date. As the Roanoke left Cape Nome the 20th, there would appear to be no danger of the Alpha's failure to reach her destination in time to discharge her cargo and leave before the appearance of ice in Bering sea.

ROANOKE BRINGS
Seattle Post-Intelligencer
GREAT RICHES.
November 2, 1892

Arrives With \$1,500,000 in Gold From Cape Nome.

A FEW WEALTHY MINERS.

Impure Water Causes Typhoid Fever Epidemic at Nome.

Rather Than Remain in the Northern City Without Proper Medical Treatment a Half Dozen of Nome's Leading Citizens Return on the Roanoke—One of the Big State Rooms Turned Into a Temporary Hospital—Several Too Ill to Travel Refused Passage by Officers of the Steamship.

TREASURE Ship Roanoke, which heretofore has been identified almost exclusively with the transportation of gold from the Yukon, has the additional honor of being the pioneer carrier of precious metal from the marvelous new camp of Nome. Loaded to her capacity with passengers, and having aboard fully \$1,500,000 in dust and drafts, the steamer arrived in port at 11 o'clock yesterday morning, 11 days from Nome City, the metropolis of the new district.

THE POOR MAN'S HAVEN.

CAPE NOME, one of if not the richest mining camps in the world and the poor man's haven, has been substantially heard from. On the treasure ship Roanoke, which arrived yesterday morning from the far north, drafts and dust, amounting to fully \$1,500,000 was brought down. The principal portion of this is represented by drafts held by John Brynteson, Jafet Linderberg, P. H. Anderson and W. A. Kjellman, four of the original locators of the camp, the dust for the same having been sent to San Francisco. Besides the four above mentioned there were fully 200 on the Roanoke with bags containing dust valued at figures running from \$500 to \$15,000, a large portion of the same being beach dust.

The principal holdings are about as follows:

Linderberg and Brynteson	\$400,000
J. R. Anderson	100,000
W. A. Kjellman	75,000
N. P. R. Hatch	50,000
F. Schow	30,000
H. C. Wilkinson	30,000

THE trip down, with the exception of the last two days, was remarkable as all other avenues time of the year.

Some inconveniences were experienced by people who insisted on taking passage after being told that all first-class accommodations were gone, but outside of this everyone fared well and is happy to again be in a land of plenty. Had the Roanoke three times the accommodation she could have been filled, as there were a large number of people left who will be compelled to come out on smaller boats.

Owing to an epidemic of typhoid fever at Nome City one of the largest rooms aboard the Roanoke was turned into a hospital to accommodate those able to travel. These unfortunates, six in number, arrived none the worse for the trip, thankful for having gotten away from the fever-infested camp. Among these is Jafet Linderberg, one of the original locators of the camp and a member of the Pioneer Mining Company, of which John Brynteson and Eric Lindbloom are the other partners. This firm has taken out this year in the neighborhood of \$750,000 from their claims on Anvil creek and Snow gulch, and consider this scarcely more than scratching. Brynteson was also a passenger on the Roanoke, and has in his possession three nuggets weighing respectively \$424, \$316 and \$260, all taken off Anvil creek.

Linderberg, who has invested probably more money in Nome City than any other one person, is the youngest member of the firm, and is very popular in the camp, being liberal, affable and public-spirited. He contracted typhoid fever about six weeks ago and for a long time was at the point of death, but owing to the skill of Dr. Miller, the army surgeon, he is now convalescent. Dr. Miller, who has been granted a leave, attended Mr. Linderberg on the trip, and also consulted with Dr. Diggins, the ship's surgeon, on the cases of the other patients, among whom is W. H. Blake, a young man well known in Seattle society circles, and M. J. Wignez, who went up in the spring on the first trip of the Roanoke.

Several people too ill to travel were refused passage at Nome, and unless they come down on the Cleveland or Alpha, which were anchored at Nome when the Roanoke left, will be compelled to remain all winter, which will, no doubt, mean death to them, as climatic conditions in that latitude are unfavorable to fever cases.

Besides Linderberg and Brynteson, who have drafts on San Francisco for their dust, other rich claim owners on the Roanoke are P. H. Anderson, W. A. Kjellman, N. P. R. Hatch and H. C. Wilkinson. Anderson's cleanup on No. 9, above on Anvil, was \$100,000; Kjellman sold one of his claims, No. 2, below on Anvil, to C. D. Lane of San Francisco, for \$75,000, and still owns a large strip of beach property. Hatch, who owns several very rich claims on Basin, Dexter and Boulder creeks, besides fractions on Anvil, cleaned up \$50,000 from his properties and law practice, he being the legal representative of many of the heaviest claim owners in the district.

Dr. Wilkinson is the owner of the Hunter, the leading office building in the city and the headquarters of the federal and civil authorities. He has also many valuable real estate and mining interests. W. H. Whittlesey of Seattle was also among those who returned on

TYPHOID FEVER AT CAPE NOME.

TYPHOID FEVER was raging at Cape Nome when the Roanoke left October 20. Up to that time fully a dozen people had died and a score or more were suffering with the malady. It is the accepted belief among physicians of the camp

that the disease is caused by the water of Snake river, which is the principal source of water supply for the camp. Snake river runs through the timber for a considerable distance, and is impregnated with germs from rotted vegetation. These with other impurities in the water, and almost total lack of sanitary measures, are the cause of all the sickness. With the advent of cold weather it is thought the epidemic will cease, as people will then be compelled to take better care of themselves, and the greater part of the water consumed would have to be boiled before used.

the Roanoke. Mr. Whittlesey is one of the leading attorneys in the camp, being attorney for C. D. Lane and other big owners. He is also popular with the miners in general, and has been selected to represent the interests and needs of the camp in Washington City on the re-assembling of congress. F. T. Fischer of Fischer Bros., wholesale grocers, is another Roanoke passenger. Mr. Fischer disposed of a stock of goods and looked over the field with a view of establishing a branch store next season. Ely E. Weare, former president and now director of the N. A. T. & T. Company, and R. S. Buchanan, auditor of the same company, were among the passengers. Mr. Weare has been in Alaska for three years, and is probably as well posted on the conditions of that country as anyone. C. H. ("Toby") Allen of Chicago, who has been seventeen years in Alaska, is also among the fortunate ones. When Mr. Allen first went into Alaska he weighed but 120 pounds, and he comes out tipping the scales at 225. When asked the reason whyfore, he says it must be the unadulterated air and canned beef so familiar to the north. Mr. Allen has a long "poke," the contents of which he carefully keeps from the public. Following are the Roanoke passengers:

J. W. Toy.	J. Linderberg.
Mrs. J. W. Toy.	Dr. Miller.
N. P. R. Hatch.	John Smith.
J. P. Parkinson.	P. H. Anderson.
Charles Moore.	J. Brynteson.
W. A. Burleigh.	G. R. Anderson.
E. S. Echols.	Mrs. J. D. Leedy.
C. H. Allen.	W. A. Kjellman.
J. F. Smith.	A. B. Brown.
W. E. Nash.	A. B. Randles.
R. R. Nash.	Mrs. B. King.
A. Irving.	E. L. Lynch.
H. R. Beck.	R. S. Ryan.
W. B. Edwards.	J. E. Fitch.
T. C. Robinson.	W. S. Lane.
J. H. Kennedy.	B. J. Bartlett.
F. W. Tucker.	H. Story.
F. Gash.	Mrs. Story and two daughters.
Thomas Hoy.	B. B. Earle.
E. F. Crosby.	R. Nelson.
W. C. Osman.	Mr. Doolan.
A. M. McCorkle.	Mrs. Doolan.
M. O. Brodigan.	I. R. Burling.
A. C. Pillsbury.	Mrs. Burling and daughter.
A. Weistman.	G. Seifert.
W. H. Tegtmeyer.	W. Thoenig.
Mrs. Tegtmeyer and two sons.	J. F. Moore.
Kathryn Ryan.	D. Hogg.
Charles Deckman.	W. D. Rogers.
C. H. Allmond.	A. L. Brookes.
W. Kidd.	L. D. Hoy.
P. Lannen.	W. T. Prosser.
D. Clark.	W. O. Bates.
Mrs. D. Clark.	G. M. Coffman.
W. N. Summers.	M. Shanahan.
C. A. Harrington.	G. A. Grindle.
J. Reese.	N. Lindsen.
H. M. Clark.	F. Erickson.
A. W. Barr.	W. B. Parker.
J. C. Fitzsimmons.	J. Miller.
A. Edwards.	A. J. Erisman.
L. B. Adams.	G. K. Lean.
Dr. J. R. Gregory.	G. H. Brown.
Mrs. Gregory.	J. Trenchel.
E. B. Gregory.	G. MacLennan.
F. W. Goodhue.	G. Hartwick.
F. T. Fisher.	F. Havener.
J. Bean.	A. N. McCrae.
H. T. Harding.	E. R. Patterson.
W. J. Milroy.	J. D. Leedy.
C. Lawrence.	Charles Leedy.
D. M. Taylor.	W. A. McCumber.
W. W. Cole.	J. M. Davidson.
S. Hubbard, jr.	G. M. Ashford.
J. W. Black.	F. Schwartz.
T. M. Crawford.	J. B. Hart.
Mrs. H. W. Walbridge.	E. E. McGavick.
C. R. Peck.	T. Button.
L. Lauritzen.	T. M. Leary.
E. N. Van Slyck.	J. A. Gresham.
G. H. Hartman.	Perry Crossman.
H. B. Baker.	M. H. Wilt.
T. F. Limodv.	

DR. JACKSON'S MISSION.
January 1898
The Task of Taking 500 Reindeer to Alaska.

Dr. Sheldon Jackson is now in Norway as the special agent of the War Department with power to purchase 500 reindeer; which the government will use in forwarding supplies to the destitute miners in the Klondike. Mr. Wm. J. Kjellman, superintendent of the government reindeer herd in Alaska, preceded Dr. Jackson to Norway and selected the animals and keepers for the proposed expedition. Lieut. Devore of the army, military secretary to Secretary Alger, accompanied Dr. Jackson as far as London and has arranged for the transportation of the herd of reindeer to New York, for which purpose he has chartered a steamer.

The arrangements for the transportation of the reindeer, the harness and sleds and drivers, will be most difficult and expensive. A large supply of arctic moss must be carried for fodder for the journey across the ocean, as well as for that overland to Seattle, and again by water to Dyea. A day's journey inland from Dyea a moss grows on which the caribou of that region subsist, and it is conceded that reindeer can live on any food that is good enough for caribou. The long trip is sure to affect the reindeer, but it is hoped that it can be made in a short enough time to allow a short stop for recuperation before the starting of the expedition from Dyea.

Disposal of the Pack.

The reindeer may be kept by the War Department in anticipation of a repetition of this year's distress next winter, or they may be sold at auction in the spring. There is a horrid possibility, however, that they may have to be slaughtered for food in the Klondike, and the orders authorize such a thing if the situation justifies it. In case they return safely from their mission of humanity, the chances are that they will be added to the herds already established by the government in Alaska. The herd which is thus to be imported will cost about \$50,000, exclusive of the cost of transportation and sustenance.

The proposed use of reindeer for the relief of the Klondike miners has aroused fresh interest in regard to those animals. In Lapland, which includes the northern parts of Sweden, Norway, Finland and the Kola peninsula, there are about 100,000 domestic reindeer. They are in herds of all sizes, owned by various individuals; the business of reindeer herding and raising being one of the chief industries of the country. Thousands are killed annually for food, and a good deal of the meat is sold in Europe as venison. Reindeer in Lapland sell at from \$7 to \$15 each when broken to work. Their training begins when they are from three to four years old, and they are usually able to work up to the age of from sixteen to eighteen years.

Freighting With Reindeer.

Freighting with reindeer is an entirely separate industry from raising the animals, and is one in which many Laplanders are engaged. Almost all the traffic between the inland settlements and the coast is done by reindeer sleds in winter and reindeer packs in summer. The hoofs of a reindeer are large and flat and spread out as the foot is planted, so that the animals are equally useful for traveling on snow or in mud. The sleds are built of light, thin wood, in much the form of the forward half of a canoe, only decked over for two-thirds of their total length of about seven feet. From 300 to 400 pounds of freight make a sled load, and ten sleds make a team, nine loaded, and one for the driver. Each sled is drawn by a reindeer whose harness consists of a rawhide thong about the neck, with a single trace running between the forelegs and to one side of the hind legs, so that the animal pulls a bit sideways and does not step into his own tracks twice, as it would if it pulled straight ahead. The driver, who rides in the first sled, drives with reins tied to his steed's horns. The other animals are tethered each to the rear of the sled ahead of it. Dr. Jackson will not only buy 500 reindeer, but also their harness and sleds, and will hire the services of fifty drivers, who will be accompanied by their families.

Four Dogs and the Klondike.

To the Editor of The Evening Star: 1898
I was much interested in the report of Mr. Lewis' lecture on Klondiking in last night's issue. He is evidently one of those hustlers who have made the pushing town of Seattle what it is. On the whole, the description of the journey over the passes and the needed outfit is fairly good, really better than the average. There is one very bad break, however, which shows the lesson has not been learned in the field of experience. Not to correct errors, but for the benefit of the fifty potential Klondikers, I feel that it should not remain unnoticed. The lecturer, if not misreported, says that for an outfit of 1,500 to 1,800 pounds the traveler should have three or four dogs. "With four dogs he can easily take 600 pounds at a load over the pass." On perfectly smooth, level ice, with a "shod" sled, good dogs can make a day's work of 300 pounds to the dog, when well fed. But after years of dog-driving, I have never seen a dogteam which would take on a long journey across country or over a hilly snow road, even if the road is well beaten, over 150 pounds to the dog, and over such a trail as the Chilkoot pass 50 pounds is a good load, even if a sledge can be used at all near the summit, which I have frequently heard denied by men who have crossed repeatedly. In my own experience, with average dogs, we used to count 100 pounds to the dog for long jour-

neys, and 100 pounds additional for the driver, besides his kit of clothing, etc.—say, 50 pounds more. That would make for a team of five dogs, the usual number for sleds with runners, a total weight of 650 pounds, which is a good allowance. Mr. Lewis says nothing of the dog feed, which must be carried. We used dried salmon, weighing a pound or more apiece, a very strong, oily food. Each dog had a fish a day; total, about eight pounds a day weight to be calculated for in summing up the load. Fish is very bulky and takes much room. It probably cannot be had for the Chilkoot journey. I have had no experience with dog biscuit, but should guess at a daily ration of two pounds per dog. Newfoundland dogs should be avoided, and all dogs with small feet, or long hair on the legs, to which snow will freeze. The dogs must be tied at night to avoid fighting and straying, which means two pounds of lashings. It would be advisable to carry a set of socks of sheepskin, tyable with strings, for each dog, for use when there is a thin crust on the snow, which cuts the animals' feet. Harness should be of the best material, as there is a great strain on it.

WM. H. DALL.

January 19, 1898.

SOLDIERS IN ALASKA.

Need of Military Protection for the Settlers.

The War Department has called the attention of Congress to the need of additional military protection in Alaska, and in this connection says: "Information received at this department indicates the necessity of legislation to provide effective means for controlling the disorderly element among the large number of people now in and flocking to Alaska, and for preventing persons who are without an adequate supply of food and clothing from entering the territory to perish during the severe winters unless relieved by the government."

Urgent recommendation is made for further military posts and adequate force, in line with the recommendations of the President's message and the Secretary of War's report.

CALL ON THE PRESIDENT.

Marine Engineers Pay Their Respects to Mr. McKinley.

After visiting the President in a body at the White House this morning, and a short session until noon, the Marine Engineers' Beneficial Association adjourned and the members left for their homes.

The delegates were introduced to the President by President Uhler of the association at 10 o'clock, succeeding which they left the White House to attend the last session. The final reports of the different committees were heard at this session, all of which were private in character.

The session yesterday was also taken up with the hearing of reports of committees. A consultation was held with the board of supervising inspectors relative to the legislation which the association will endeavor to have enacted by Congress. This, it was stated, could not be divulged at present.

Prof. Dall's Reply to Mr. Lewis.

To the Editor of The Evening Star:

I regret that Mr. Lewis feels no hesitation in continuing to say that four dogs can be counted on to haul 600 pounds over the Skaguay pass to the Yukon, because any one who counts on it is certain to find himself in a disagreeable predicament. I may, without undue egotism, claim to be a pretty "old Yukoner" myself, and have traveled many hundreds of miles on that river and vicinity, with dogs, when every pound of freight was a matter of importance. Hence I do not feel it necessary to consult with any one on that subject. However, happening to be in company with one of the pioneers this evening, I put the question, and found my estimate fully confirmed by his experience. Any one who doubts it can resolve his doubts by taking a good dog and sled to any open field when our next snow storm comes, assuming the experimenter weighs about 150 pounds, he will soon, without risking his life, see how far the dog can haul him. Mr. Lewis' "old Yukoners," in talking to him, have simply overestimated their loads. I notice Mr. Lewis allows fifty pounds dried salmon per dog for the Dawson trip. This would be about 200 fish to the sled, and in bulk would leave little room on the sled for anything else. I did not question that dried salmon might be had at Seattle (for we all know that everything is to be had at that metropolis), but at Chilkoot, which is a different sort of place altogether. If the Seattle people are going into the dog-feed business they ought to take a step further, grind up their fish, compress it into cakes of convenient size and pack them in tin, which would save enormously in space and convenience. From all I have been able to learn, I think I should not agree with Mr. Lewis' selection of a route, if the telephage system is in working order over the Chilkoot pass by March. I believe with any reasonable charges the traveler would gain in time, money and strength, by having his outfit, dogs and all, taken over the summit by the cable line. The route is shorter, and, once over the divide, the way is relatively easy. No one knows anything about what has been done in the way of good road making over the Skaguay trail, though reckless assertions are abundant, as they were last summer when hundreds of people were stalled in endeavoring to cross it. No doubt it is a better road when everything is frozen hard, but it is also longer, and in this sort of traveling every mile counts double. However, I do not care to enter into a controversy over routes in which each man will have his own opinion that the one he selects is the best before he starts, and the worst after he has gone over it. I would merely endeavor to impress on the intending traveler that almost any sacrifice of money to get over the divide easily and quickly is a good investment; and that dog-driving by novices, with untrained animals, is neither an easy nor a rapid means of transportation, nor one calculated to preserve moral character in its perfection.

WM. H. DALL.

January 20, 1898.

F. C. Schrader.	J. R. Preston.
A. H. Brookes.	W. Rex.
T. G. Gardine.	N. Johnson.
D. C. Witherspoon.	L. H. Keith.
Thomas Smith.	E. E. Williams.
F. W. Small.	W. B. Walker.
L. Sackles.	W. Merwin.
L. A. Tili.	F. Peterson.
Mrs. L. A. Tili.	S. D. King.
H. J. Johnston.	A. Heglinz.
Mrs. Dearing.	R. E. Vincent.
J. Cook.	G. Schaefer.
J. Schartz.	P. C. Gallagher.
E. W. Dickhoff.	L. H. Rennert.
B. Spratt.	J. Lintz.
J. Gilham.	J. Hendricks.
W. Gilham.	John Link.
J. J. Moog.	Archie Doolan.
W. T. Harlscher.	G. Willock.
G. M. Cahn.	G. Steiber.
Elv E. Moore.	M. Beckley.

Mrs. Ely E. Moore.	F. Kahlmeyer.
K. MacLennan.	B. Quinn.
R. S. Buchanan.	W. O'Keefe.
E. E. Brown.	W. McGregor.
Mrs. A. Duff.	S. B. Brunn.
G. N. Wright.	J. B. Gleason.
M. A. Hattnett.	W. Hafer.
A. V. Shephard.	J. S. Holleran.
Mrs. J. F. McGee.	J. L. Marsell.
A. E. Stone.	R. H. Boyd.
Mrs. A. E. Stone.	C. M. Gusham.
F. Lucas.	W. H. Bishop.
T. Robertson.	H. Hazleton.
D. O'Hara.	T. M. Allen.
C. E. Norrigger.	H. Seibernecher.
J. A. Armittage.	George Cowling.
H. C. Wilkinson.	Nick Quinn.
O. Lonstorf.	W. McGregor.
J. Berkshire.	B. Walters.
B. Ronzone.	J. C. DesGranges.
M. J. Mignery.	F. Armistad.
J. G. McCloud.	D. M. Ashmore.
Mrs. McCloud.	J. Gunther.
Blanche De Cheney.	George Hildreth.
W. H. Whittlesey.	

PARTICULARS OF NOME TRAGEDY.

Passengers on Roanoke Tell Full Story of C. A. Claflin's Suicide.

Full particulars of the tragic death of Clarence A. Claflin, the young merchant who committed suicide at Nome City, October 12, were brought down by passengers aboard the steamer Roanoke yesterday morning. Claflin's body was shipped to San Francisco, from which city a brief telegraphic dispatch, giving the news of his death, was received and printed in the Post-Intelligencer several days ago, when the steamer Bertha, having the body aboard, arrived from Cape Nome.

Despondent from business worries, sick and tired of life in general, Claflin blew out his brains. Although a resident of but a few months, Mr. Claflin had many warm friends in the thriving camp, a large number of whom attended the Masonic funeral services held previous to taking the remains aboard the Bertha for shipment. A. E. Claflin, a brother of the deceased and a junior member of the firm, was prostrated upon learning the news, and when the Roanoke left Nome was confined to his bed by an attack of typhoid fever, with little hope of recovery.

Some premonition of fate seems to have come to the brothers, for in the stock of goods taken by them to Alaska were two metallic caskets, in one of which the body of the elder now reposes, and possibly before this the second contains the remains of the younger.

The suicide occurred in the room of the younger brother, over the Claflin store. In the room were A. E. Claflin, W. E. Russell, C. K. Russell and Dr. Kelsey. Someone of the party pointed to the steamer Cleveland, which was just coming in, and all left the room and went downstairs except Clarence. They had reached the lower floor, and were looking out of the window, when a shot was heard upstairs, followed by the noise of a falling body.

Rushing upstairs the body was found lying face downward. There was a bullet hole in the right temple, from which blood was slowly trickling, and from under the body protruded a smoking 32-caliber Smith & Wesson revolver. Dr. Kelsey made a hasty examination, but even as he did so the heart ceased to beat. Coroner Gregg took charge of the body and conducted an inquest, the first held in Nome City, the jury returning a verdict in accordance with the above facts.

Mr. Claflin was 43 years old, and leaves a widow and children in Omaha. He was prominently identified with Masonic work, having been a member in good standing of the Knights Templar and Mystic Shrine. For several years he was a sufferer from minor ailments, but withal was an affable, entertaining companion. Upon the death of his father, in Boston several years ago, he and his brother inherited a large fortune, a large portion of which they soon spent.

During the summer of 1898 the younger brother made a trip to Dawson over the pass and went out down the Yukon by way of St. Michael. He investigated the country thoroughly, and upon his return to Seattle plans for the building of a model river steamer were drawn, the handsome stern-wheeler Quickstep, built at Ballard, Wash., being the result. The fine schooner Ellie J. Colman was also acquired, and as this season both made the trip to St.

Michael, the steamer in tow of the tug Mystic. It was first intended to trade on the Yukon, but when the riches of Cape Nome became known a change was made in the plans and the Quickstep taken to the American Eldorado. She steamed in over the bar of Snake river and anchored just inside. A lot was purchased in the heart of the city and a large building erected. The stock of goods on the Quickstep and Colman were installed and the firm was ready for business, which was brisk, but not of sufficient volume to recoup the owners for the money expended.

Causes for worry were numerous, one in particular being the maintenance of the large crew of the Quickstep, all of whom were under contract. These troubles, together with sickness, were more than Claflin could stand, and he put an end to all with a bullet.

PLACERS AT CAPE YORK.

Roanoke's Passengers Say Gold Diggings Are Rich.

The Roanoke's passengers bring ample confirmation of previous favorable reports from the new Cape York placer district. There are a few, indeed, who believe the camp is destined to rival Cape Nome. The find, which is officially known as the Kanowgok mining district of Cape York, appears to have been made by Lieut. Harry Hamblet, of the revenue cutter Thetis, while traveling overland in that section looking after the government's reindeer business. Anacovak river is the principal stream of the district, though it is on its numerous tributaries, notably Banner, Thetis and Left Fork, that the gold abounds.

Dan McDonald, formerly an Indian interpreter on the revenue cutter Bear, arrived at Cape Nome from Cape York just before the Roanoke sailed. He gave glowing reports of the camp and said dirt giving 80 cents to the pan had been found practically at the grass roots on Banner. Thetis creek McDonald regarded as rich. He stated that W. T. Lopp, long a Congregational missionary at Cape York, had secured a number of claims, some of which rivaled Anvil creek in surface richness.

McDonald's reports and those of previous arrivals resulted in a small-sized stampede from Cape Nome to the new camp, which is 120 miles distant and within about forty miles of Port Clarence.

BARLOWS STRUCK IT RICH.

Father Did Well in Klondike, While Son Prospered at Nome.

Edward S. Barlow, of the firm of Byron Barlow & Co., builders of the Puget sound naval station at Port Orchard, returned on the Roanoke from Cape Nome, where he prospered beyond his most sanguine expectations. Of the several thousand men who sought fortune on the famous beaches, perhaps but few were more successful than the younger Barlow. And while he found fortune at Nome, his father, Byron Barlow, dug gold in abundance in the Klondike. The latter has a claim on Dominion creek which is said to have yielded as high as \$1,000 per day.

"But I think the world has seen nothing like Cape Nome," Barlow said. "It is sensationally rich and will be the camp of camps. My father will give it a trial in the spring. I had a letter from him just before I left, and he said he would join me at that time, as I expect to return as soon as navigation opens."

REDUCED RATES EAST.

Call at the Northern Pacific office before going East and take advantage of the lowest rates to all points. Everything the best on this line. On and after September 12th, rate to Chicago only \$46.00

THE KLONDIKE WEATHER

Feb. 4th

1898.

Personal Observations to Be Taken by a
Washington Official.

Mr. U. G. Myers Leaves Today With the
Yukon as Ultimate Destination—His Object.

Mr. U. G. Myers, an attache of the weather bureau, leaves Washington today for a brief visit to his home. His ultimate destination is the Klondike region, where he will go under the auspices of the chief of the weather bureau to take observations in the Yukon district, the Klondike region and most likely the Copper River locality. Mr. Myers will form a party of four which will leave for Seattle in a few days. From there they will go to either Dyea or Skaguay, and go thence to the Klondike. The gentlemen who will accompany Mr. Myers are A. H. Dunham and A. G. Ward of New Haven, Conn., and Mr. H. C. Robinson of Los Angeles, Cal. Mr. Robinson will join the other three at Seattle.

Mr. Myers is a young man, about thirty years of age, and unmarried. He has been connected with the weather bureau for about ten years. He has had much experience in the west, having at one time in the 90's been observer on Pike's Peak. He remained there until the station was discontinued in 1894. He has had other similar experiences in the west, and thinks they will stand him in good stead for the proposed trip. He has excellent health and fine physique. He is confident that the party will get through all right.

Mr. Myers' Primary Object.

Speaking to a Star reporter today, he said:

"Of course there are a great many obstacles in our way of going direct to the Klondike, but we will go to Seattle, and just as soon as possible go to Skaguay. We may be able to reach the Klondike in March or April at the latest. The primary object of the trip will be mining for gold. From my connection with the weather bureau I thought that it would be a good idea to get a year's leave of absence and take voluntary observations at different stations at which I might be. The weather bureau particularly desires to have data concerning the high barometer in those regions, as they are productive frequently of what are known as 'highs.'"

"We wish to get all the facts possible concerning the origin and continuance of these. Of course records of temperature and other data will be taken. It will be troublesome, however, to arrange for making wind observations."

"Our first destination will be the Klondike locality, as we will wish to find out all that is possible concerning the methods of mining, living and other matters up in that country. We shall probably stay there some little time, and will most likely go to the Copper River region. We have entered into a contract to stick together, as, of course, this is a chief requisite for success in such a country. We have great hopes of being able to do some placer mining successfully. The others of the party will have nothing to do with my observations."

Difficulty of the Passes.

"There are a number of matters which have not been definitely arranged yet. We will probably experience considerable difficulty in getting over the passes, and have not yet decided how we will do this; whether by dog trains or in some other way. The matter of clothing is the most important one to be considered, as there are two varieties of climate in that country—the dry, when flannels are needed principally, and the wet and moist in the spring, when rubbers and waterproofs must be used."

Mr. Myers stated that the cost of the outfit, including clothing, tools and provisions to last a year, will be between \$350 and \$400.

It was thought at first, when he mentioned this sum, that it was that amount each, but he declared that it was for all four, and stated positively he was certain that this would be sufficient for all purposes. As he has been on expeditions of somewhat similar nature before, he said, he knew what he was talking about in this regard. The

The instruments which he will take will consist of six thermometers, such as are used in observations by the weather bureau, and two barometers.

The whole package containing the instruments, Mr. Myers says, will not take up a space more than two feet long by six inches wide. The thermometers will be placed in grooves made especially for them in boxes, these grooves being lined with flannel. They will fit tight, so there will be no chance of them moving down and becoming broken. They will weigh but little, and will hardly affect the progress of the party. Mr. Myers says he will probably carry a rifle and a light shotgun. The latter will be used for killing grouse, of which there is generally a large number in the country through which he is going, and which will add materially to their food supply.

The Expected Results.

It is believed the result of Mr. Myers' observations will be to greatly aid the weather bureau in their forecasting and general work. The farthest north any station is now located from which they receive reports, indirectly, is Edmonton, in the British possessions. It is not thought that the Canadian government will object in the least to the observations being taken, as they are not official in a certain sense, but only voluntary on Mr. Myers' part. He will carry with him a letter from the chief of the weather bureau, explaining his mission and containing full credentials.

OVER THE COPPER RIVER ROUTE.

Gen. Merriam Ordered to Have It Explored. 1898.

The acting secretary of war has telegraphed instructions to General Merriam, commanding Department of the Columbia, to organize and send an exploring expedition over the Copper river route in Alaska for the purpose of ascertaining whether a practicable summer or winter route, wholly within the territory of the United States, for mail and supplies or for mail alone, can be found to the mining regions on the Yukon between Forty Mile creek and Circle City. The organization of the party and the selection of officers to command it was left to the judgment of General Merriam. In case a practicable route can be found, instructions were given to so mark it that it can be followed hereafter. The party is to take, as far as practicable, such supplies as may be found to be needed to relieve any persons in distress that may be encountered.

The natives of the Copper river valley have been reported as aggressive, and the officers in charge will be expected to use their efforts to conciliate them. The party will be instructed to proceed as far as practicable toward Circle City, and if deemed advisable to communicate with the relief expedition taking supplies to the Yukon, and the two parties will co-operate to such extent as may be deemed advisable in the work of exploration.

The expedition will probably make an entrance by Port Valdes on Prince William sound, unless it be found that some other point is more advisable.

Regulating Postal Rates.

Senator Penrose has introduced two bills for the regulation of rates of postage. One of them provides a uniform rate of one cent an ounce on all letters, with a minimum rate of two cents on letters. The other provides for one-cent postage on letters not to be delivered by carriers in the city to which directed. These one-cent stamps are to be tri-colored, red, white and blue. Both bills were introduced by request.

SECRETARY BLISS MUCH OPPOSED.

Views on the Bill to Take Land of Annette Island Indians.

Secretary Bliss has returned to the Senate, with his unqualified disapproval, the bill to settle and segregate on lands of about twenty-one miles in area the Indians now occupying Annette Island, in Alaska, and opening the remainder to settlement. The Secretary says he is convinced that the Indians should be permitted to remain in undisputed possession of their reservations, and that no part should be opened to the public.

Incorporated in the report on the bill is a communication from William Duncan, a missionary, who has been laboring among the Indians for some years, setting forth at length why, in his opinion, the bill should not become a law. He refers to the progress the Indians now occupying the island have made, and expresses the belief that should the bill be enacted into law, all these gains would be lost to the people. What the natives crave of the government in their present condition is "protection" and isolation from vicious whites. "Should the measure pass," he says, "it will not only injure us morally, but it will seriously impoverish us materially."

A recent examination, he concludes, shows that so far as present indications go the report which has been published that the island is rich in mineral deposits, and which has been advanced as one of the reasons why it should be opened to settlement, is grossly exaggerated.

TRADE WITH ALASKA

Washington Star
Senate Passes a Bill Amending Navigation Laws.

Feb 10, 1898
CANADIANS TAKING AN UNDUE SHARE

Contested Election Case in the House.

COUNTING A QUORUM

After prayer by Gen. Booth of the Salvation Army in the Senate this morning Mr. Frye (Me.) reported favorably from the committee on commerce a bill to amend the laws relating to navigation. He said that as the proposed bill related only to Alaskan waters it was necessary that prompt action should be taken.

The bill was being read by the clerk and explained by Mr. Frye as the reading proceeded, when Mr. Hoar objected to further consideration of the measure, and it was laid aside.

Mr. Frye then reported from the committee on commerce a bill to improve the Mystic river, Massachusetts, remarking sarcastically that he did not suppose the senator from Massachusetts would object to that. He would not, he said, ask for immediate consideration of the bill.

Subsequently Mr. Hoar withdrew his objection to the consideration of the bill to amend the navigation laws, and the measure was passed without division.

Carrying Trade of Alaska.

The bill is of general application, but it is intended especially to prevent Canadian vessels from securing an undue share of the carrying business between the Alaskan and other American ports incident to the Klondike gold excitement. Complaint has been made that Canadian vessels were attempting to participate in the trade by starting from their own ports and then stopping successively at more than one American port and taking on passengers and freight from one American point to another on the theory that all were embraced in one voyage.

The bill provides for the forfeiture of any merchandise shipped from one American port to another "either directly or via a foreign port" in any other than an American vessel. A like provision is also made in regard to the transportation of passengers by a foreign vessel from one American port to another, except that the penalty in this case is placed at \$100 each. The penalty under the existing law is \$2. The bill authorizes the Secretary of the Treasury to prescribe regulations for the transshipment and transportation of merchandise imported into the United States by sea for immediate exportation to a foreign port by sea or by a river, and also amends the present law found in section 3109 of the Revised Statutes, so as to read as follows:

"The master of any foreign vessel, laden or in ballast, arriving, whether by sea or otherwise, in the waters of the United States from any foreign territory adjacent to the northern, northeastern or northwestern frontiers of the United States shall report at the office of any collector or deputy collector of the customs which shall be nearest to the point at which such vessel may enter such waters; and such vessel shall not transfer her cargo or passengers to another vessel or proceed farther inland, either to unload or take in cargo, without a special permit from such collector or deputy collector, issued under and in accordance with such general or special regulations as the Secretary of the Treasury may, in his discretion, from time to time prescribe. This section shall also apply to trade with or through Alaska. For any violation of this section such vessel shall be seized and forfeited."

This bill is made to take effect one month after its passage.

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Wash Star Feb 14, 1898
Mail Routes to the Yukon.

The Post Office Department will take no action on the proposals submitted in answer to a recent advertisement inviting bids for the establishment of two mail routes between Juneau, Alaska, and the mouth of the Yukon, one going as far as the intersection of the Tahana and the Yukon rivers and the other from this point to the Yukon's mouth. The former contemplated a course through Canadian territory and included the establishment of several supply stations. The decision was reached as the result of some representations made to the department by the Canadian government, that it already has arranged for a line of stations for mail purposes over its own territory from Dawson by way of Lake Teslin, including a line of railroads from Lake Teslin to the Stikine river, thence along the river to the coast near the United States post office at Fort Wrangel. Negotiations are in progress between the postal departments of the two governments for an exchange between Dawson City and Circle City, and later proposals will be asked for supplying a service between the latter place and the mouth of the Yukon.

Feb 17, 1898
HOMESTEAD LAWS IN ALASKA
Senator Carter Favorably Reports the House Bill.

Senator Carter, from the Senate committee on public lands, has reported favorably the House bill granting right of way to railroads and extending the homestead laws in Alaska, with amendments made by the Senate committee.

The amendments of the Senate limit to forty acres the amount of land to be taken unless the land is distinctly agricultural, the object being to prevent a monopoly by any individual of valuable sites. No homestead title shall limit or abridge the free navigation of the waters of the territory. Under certain restrictions the Secretary of the Interior may issue permits to toll wagon roads and tramways. Parties are prevented from selling any right of way until one-fourth of the road has been completed. Lien is given to laborers, contractors and those who furnish material prior to any mortgage; purchase of land for canneries and trading purposes is limited to forty acres; the government reserves the right after twenty years to purchase any railroad, wagon road or tramway for its actual cash value. The Hansbrough amendment regarding the bonding privilege has been made a part of the bill.

For Government of Alaska.

Senator Carter has introduced, and with a few changes in language only, the committee on territories will report a bill for the government of Alaska. The bill has been before the committee for some time, and was reintroduced with amendments which has been suggested. It provides for enlarging the powers of the governor in some respects, especially in regard to caring for the insane of the district, by allowing him to send them to asylums in states west of the Rocky mountains. Three courts are established, each under a judge holding for four years, with the usual court officers. The judge of the court may appoint United States commissioners which shall have the powers of justices of the peace in Oregon with jurisdiction over cases up to \$1,000; the commissioner and deputy marshals are under the fee system with double the fees allowed in Oregon. The theory of the commissioners and deputy marshals is that government will be provided for every mining camp. The judges are required to divide their districts into three recording districts over which the court has supervision, and a commissioner must be designated to act as recorder. The right is reserved to the miners in organized mining districts to make rules for recording of mining locations not in conflict with law; notices of location of mining claims must be recorded within ninety days after location. Town or city governments may be organized as provided by law in Oregon, where not less than 500 permanent residents are located upon a regular townsite. Taxes shall be limited to 2 per cent of the assessed valuation and indebtedness shall not exceed 2 per cent of the valuation.

Efforts were made to have some regulation made in the latter bill or in the right of way bill licensing the sale of liquor in the territory, but it is not provided for in either measure.

Feb 18, 1898
PERISHED ON CLARA NEVADA
List of Persons Thought to Have Been on Steamer.

SEATTLE, Wash., February 18.—In addition to the crew, the following persons are thought to have perished on the steamer Clara Nevada:
Al. Noyes, a merchant of Juneau.
Frank Whitney of Cripple Creek, Col.
A young man named Hill of Seattle.
Harry Hunt of Montana.
George Rowe of Seattle.
A Bonnick of Portland, Oreg.
It probably will never be known just how many passengers the Clara Nevada carried or who they were, owing to the fact that no list is obtainable.

CHAOS AT ALASKAN PORTS.

Tremendous Crowds Flocking Into Dyea and Skagway.

SEATTLE, Wash., February 18.—Mr. T. W. Nestell, who has arrived here from Dyea, Alaska, on the steamer Queen, says: "For the past month men have been pouring into Dyea by thousands. There is a congestion of freight along the trail and at Dyea. The Chilkoot Railroad and Transport Company railroad is completed, but has been unable to run for several days because men were unable to live on the summit of the pass. Chaotic condition of things cannot be conceived by those who have not seen it."

Among the Queen's passengers were Thomas W. O'Brien, James McNeill, Stewart Meryles, Robert Lowry and George McClure, who left Dawson City January 1. O'Brien is said to have brought out \$50,000 in drafts and dust.

Corwin Nearly Ready to Sail.

SAN FRANCISCO, February 18.—The work of preparing the revenue cutter Corwin for her arctic trip is almost complete and in a few days she will be ready to start for Alaska, where she goes to supplement the work of the Bear in rescuing the ice-bound whalers. The hull of the Corwin being heavily sheathed as a protection against the ice.

Star
Feb 25, 1898
FISH-EATING JERSEY COWS.
A Catholic Priest Saves His Cattle by Feeding Them Dried Salmon.

From the Portland Oregonian.

When Jersey cows can find nutrition out of dried salmon and give an abundance of milk as a result of such provender the arctic region of the upper Yukon river is robbed of most of its terrors.

Capt. A. M. Brown, a retired officer of the United States army, who has passed many years in Alaska's icy region, says:

"During the summers and winters of 1891-'92 I had been superintendent of a silver, lead and gold mine several hundred miles beyond the Yukon, and late in the following summer had been brought down from near the Bering strait to St. Michaels with several of my men, where we were to ship on the Alaska Commercial Company's steamship St. Paul for San Francisco. I had to wait for ten days or two weeks at St. Michaels before the St. Paul's arrival, and while doing so beguiled the tedium of the rather monotonously passing time in exchanging experiences with the various employees of the fur company, and studying Esquimaux life as I saw it at St. Michaels."

"Several days before the sailing of the St. Paul there came into the fort from the upper Yukon by barge or canoe a delegation of Jesuit priests, accompanied by two or three nuns, one of the latter of whom we had for a shipmate when we sailed for San Francisco, and who proved to be intelligent and cheerful company during the voyage."

Father Barnum, S. J., who had a mission far up on the Yukon, was of the party, and came down to St. Michaels for supplies for his mission folk, and much to our regret we had to part with him when we sailed, though we had many a good story and tale from him, full of fun and pathos, so long as we were together."

"Father Tesl, an old man, at that time seventy-two years of age, and who had the January of the year before—frail and old as he looked—crossed on foot from Circle City to Juneau, was one of our voyagers on the St. Paul, and as the good father and myself had served some years before together in Montana—he as a priest and I as a soldier—it can be well imagined that we had much that was pleasant to reminisce over in reminiscence."

"While discussing the resources, climatic and other conditions of northern and north-western Alaska, while in port at Unalaska, the father asked us if we had suffered much with the extreme cold and lengthy winters of 1891-92 where I had been operating, and, having had the information desired from me, he remarked that the winter just spoken of had been on the upper Yukon not only unusually long, but extremely severe, and that his three Jersey cows had almost starved to death before spring opened.

"I was surprised to hear him talk of keeping Jersey cows 1,800 miles or more in the interior of northern Alaska, and inquired how he had taken them there and had pulled them through the long winter. He said:

"Some of my good friends in San Francisco, three years ago, made me a present of three fine high-bred Jersey cows, and the officers of the Alaska Commercial Company, always kind to the missionaries, regardless of denomination, transported them for me from San Francisco to the mission, and there I have kept them until now. But last winter I thought I should lose the whole of them. The usual food supply for my cattle sent up to me did not half take them through the long winter, as the summer season of the year before, as you well know, was very short, and the quick growth of arctic grass was almost a failure. What little I did get the cows ate up long before Christmas, and after that the mill feed did not last long. It was not long after it had been exhausted before my poor little sukies ran about the reservation looking so thin that you could almost read a newspaper through their attenuated frames, and I thought they must surely die. The Lord is always good, not only to those creatures made after His own image, but even to the poorest of the dumb brutes, and He was good to my little cows, and cared for them for me, and in a most remarkable manner, as I shall relate.

"The tribes on the Yukon with us are like those with you at the Bering strait, and, as you know, live principally on dried salmon and seal oil. During the summers they catch, hang up and dry thousands of salmon for the winter. Well, our folks had their usual supply of salmon (thousands of them) hanging over their sealskin lines to be taken by villagers at any time they were required for use, either in the village or to be taken on their sledge journeys with them, and a few hundred or even thousand disposed of in any manner would cut no figure with them.

"One very cold morning I was standing at the door of the little hut used for a schoolhouse for the Indian children, when one of my cows passed me, and I saw her go to one of the sealskin lines and try, by extending her neck and tongue, to reach one of the dried fish. I went over to where she was, and, reaching up to the line, took off one of the frozen fish, broke it in two, and handed her the half of it. Much to my surprise, as well as joy, she ate it with a relish. I gave her directly the remaining half, and she ate that also, after which I fed her three more good, large salmon, and, calling the other two cows, I fed them the same number each, and so kept on feeding them twice each day for the winter. By George, I had lots of good milk and cream all winter, and long before spring set in had three nice, fat, little Jersey cows."

"I wish to state for the benefit of the reader," said Capt. Brown, "that I have since learned that in Labrador and in parts of Lapland cows are habitually fed on dried fish, so the story, coming from the very truthful source I consider it has, and bearing in mind that cattle are fed with fish in the other countries mentioned, can hardly be considered very 'fishy.'"

Indians to Be Used as Scouts.

Adj. Gen. Corbin today telegraphed Gen. Merriam at Vancouver barracks authorizing him to enlist 100 Alaskan Indians for service as scouts with the government relief expedition.

Feb. 26 Troops Sent to Dyea. 1898

Gen. Merriam has telegraphed the War Department from Vancouver barracks that Col. Anderson, with four companies of the 14th Infantry, sailed yesterday from Seattle for Dyea, to maintain law and order at that and neighboring points in Alaska.

Feb. Carrying Mail to Circle City. 26

The Post Office Department has awarded a contract for carrying the mails between Seattle, Washington, and Circle City, Alaska, by way of the Yukon river, to P. C. Richardson of Seattle, Washington, at \$295 the round trip. Six trips will be made during the season, the boat leaving Seattle about the 10th and 25th of June, July and August.

THE EVENING STAR.

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March 1 WILL NOT SEND RELIEF 1898

The War Department Gives Up the Klondike Relief Expedition.

The War Department has decided to abandon its expedition for the relief of the miners in the Klondike country because the conclusion has been reached that no necessity exists for it. Secretary Alger has written a letter to Senator Hawley, chairman of the Senate committee on military affairs, explaining the department's position and asking that Congress take action by joint resolution authorizing the department to dispose of the supplies purchased for the expedition, including the reindeer, which have just arrived from Norway, and to abandon the project entirely.

In his letter Secretary Alger says the conditions on the Yukon have changed so as to render the expedition unnecessary, and that Gen. Miles and Gen. Merriam both agree with him. He is also advised to this effect by the Canadian minister of the interior. Later advices than those received last December, when the expedition was decided upon, indicate, he says, that the miners are in no danger of suffering, and he thinks that the great crowds of prospectors now going in over Dyea pass will carry sufficient provisions to divide with the miners in case they need assistance.

Secretary Alger expresses the opinion that the reindeer can be sold at a price sufficient to reimburse the government for their cost. He says he has been offered \$100 each for 100 of them. This amount is above the cost price. He also states that the Interior Department is anxious to take charge of the animals. He also asks for authority to sell the supplies purchased for the expedition.

The military committee met today, but did not act upon the request.

ALASKA HOMESTEAD BILL.

Partial Agreement of the Conferees on the Measure.

The conference on the Alaskan homestead and railway bill have agreed on the homestead provisions of the bill, deciding that each homestead to be taken in Alaska shall consist of one quarter section of land. This is the provision that was made in the House bill, but in the Senate it was changed to forty acres. The conferees on the part of the Senate held out for some time for the item as amended in the Senate, but finally conceded the House provision. It has also been agreed on in conference to make the total land given for railroad purposes as terminals and junction points sixty acres. This is affected by giving terminals forty acres of land in addition to the twenty acres the government gives to each station on the roads that are to be built. Other important details are to be considered later.

EXPLORATION OF ALASKA

March 15 - Star - 1898
Preparations Being Made by the Geological Survey.

Preparations have been made by Director Walcott of the geological survey for an extensive exploration of the geological, topographical and other features of Alaska. This will be done under authority of Congress, which appropriated \$20,000 for the purpose. Ten officers of the survey will be assigned to the work in prospect, viz: George H. Eldridge, Arthur Keith, J. E. Spurr, Alfred Brooks, E. C. Barnard, W. J. Peters, Robert Muldrow, W. S. Post, W. C. Mendenhall and F. C. Schrader. The latter two are to accompany military exploring parties.

In addition to the above named eighteen camp men will be employed. Four parties are to be organized under the general charge of Mr. Eldridge. Seattle will be the outfitting point and the whole expedition will proceed there about April 1. The gunboat Wheeling will transport the parties. At Skaguay two parties will be detached, the first under Mr. Barnard proceeding to the Klondike region for the purpose of making a topographic survey of the district adjacent to the eastern boundary of Alaska, the 141st meridian. The survey will extend westward from the Yukon between the 64th and 65th parallels of latitude and will include the forty miles district. The map to be made by Barnard's party will serve as a basis for a careful geologic investigation of the region by Mr. Keith, who will use Barnard's camp as a base, but will operate to some extent independently.

Exploring the White River.

The second party, leaving Mr. Eldridge at Skaguay, will be in charge of Mr. Spurr, who will co-operate with Barnard in crossing the passes, and on reaching the mouth of the White river will enter upon its special field work, namely, the exploration of the White and Tanana river systems. It is expected that this party will descend the Tanana to its mouth, and, should time permit, will explore the Melogikaket, with a view to future operations on the Koyukuk. After organizing the Barnard and Spurr parties at Skaguay Mr. Eldridge, with the remaining members of the force, will go in the Wheeling to Cook Inlet, to land at the mouth of the Sushitna river. He is expected to proceed with the entire corps then with him up the Sushitna to about latitude 63 degrees 40 minutes, where several forks of the river combine. At this point a party, under Mr. Peters, will be detached to explore the northeastern portion of the Sushitna drainage basin, with the expectation that their work will connect with that of a party sent from the War Department on Copper river, and that they will close on Mr. Spurr's surveys down the Tanana. After detaching Mr. Peters' party Mr. Eldridge will proceed, with an assistant, westward across the divide between the Sushitna and the Kuskokwim to survey the headwaters of the Kuskokwim, and to determine the navigability of that stream by descending it to the usual portage to the lower Yukon.

Railway From Cook Inlet.

In the exploration by Mr. Peters and Mr. Eldridge special attention will be given to the location of a possible railroad from Cook Inlet to the Yukon. All the parties will rendezvous at St. Michael's by September.

RELIGIOUS TELESCOPE

Weekly Organ of the United Brethren in Christ.

I. L. KEPHART, D. D., Editor.

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 3. In clubs of ten or more, \$1.50. Clubs to be accompanied with cash.
- Address communications for publication to the Editors, letters on business to the Publisher, Dayton, Ohio.

March Assay Office at Juneau. 1898

Senator Shoup of Idaho had a conference today with Director Roberts of the mint bureau about establishing an assay office for the United States at Juneau, Alaska. The American miners in Alaska think they ought to have such an office for the assay and purchase of their gold. As the matter will rest entirely with Congress in establishing such an office, Mr. Roberts declined to make a recommendation in the matter. The stumbling block in the way of such a recommendation by the government would be the risk to the government of the transfer of the gold to this country. At present this transportation is at the risk of the owners. Senator Shoup has received a large petition from American miners favoring the office, and will introduce in Congress a bill to provide one.

IN ALASKA'S GOLD REGIONS.

Post Intelligence

PUBLICATION OF TWO IMPORTANT GEOLOGICAL SURVEY REPORTS.

Seattle March 20, 98

Reconnaissance Made by Experts—
Examination of the Deposits on
the Coast Islands—In the Yukon
Valley — Non-Glacial Placers.

Two papers, containing important contributions to the gold bearing regions of Alaska, papers the publication of which have been awaited with great interest for nearly a year, have just issued from the government printing office. They are both advance chapters from part III. of the eighteenth annual report of the director of the United States Geological survey, not yet issued. The papers give the result of reconnaissance examinations by survey experts, made, respectively, in the summers of 1895 and 1896, or shortly before the outbreak of the Klondike gold excitement.

The paper entitled "Reconnaissance of the Gold Fields of Southern Alaska," a pamphlet of eighty-six pages of text and a number of maps and other illustrations, records the result of observations by Mr. George F. Becker, in 1895, its publication having been delayed until this time mainly by reason of Dr. Becker's absence during part of 1896 making a study of the gold deposits of the Transvaal.

The principal developments of the coastal region of Alaska have been among the islands of the Alexander archipelago and on the adjoining shores of the panhandle strip of southeastern Alaska. In this region are the famous Alaska-Treadwell and the Alaska-Mexican mines, on Douglas island, and a series of important deposits on the mainland, opposite and not far from Juneau, and the Funtler's Bay mines, on Admiralty island. To the northwest are the Berner's Bay mines, on the eastern shore of Lynn canal, and to the southwest the Sumdum mines, on Sumdum bay, all of which are in the same general belt of metamorphized slates and intrusive rocks that resemble, in a general way, the country rocks of the mother lode in California, and are supposed to be of the same general formation. A second more westerly belt, is shown in the mines near Sitka, on Baronoff island, which presents similar geological features. Prospecting in this region is rendered more difficult by the dense covering of fallen timber and moss, which everywhere covers the rock surface. The placers and beach sands of Cook inlet and the mines of Kadak island are also described, and appear to occur in similar rocks to those of the Alexander archipelago. On Unga island is the Apollo mine, the largest in the territory next to the Treadwell, which is eruptive rock.

The report of Mr. J. E. Spurr (392 pages of text, with maps and other illustrations), which treats mainly of the valley of the Yukon, is of more immediate interest at the present time, since, although the Klondike region did not come within the limits of his official work, he recognized the probable importance of that region as a result of his studies of the districts of Forty Mile and Arctic City, within American boundaries. The report is entitled "Geology of the Yukon Gold District of Alaska," by J. Edward Spurr, with an introductory chapter on the history and conditions of the district to 1897, by Harold B. Goodrich.

In spite of the difficulties of travel and short season of work, Mr. Spurr was enabled to get a bird's eye view of the broad general features of the geological structure of this immense interior, and to determine the position and characteristic features of the gold bearing rock formations, from the wearing down of which the unusually rich placer deposits, not only of the already discovered districts in American territory, but also of those which have since created so great an excitement within Canadian borders, were derived. These rock formations, which he designates as the Birch creek, Forty-Mile and Rampart series, are of immense thickness and very old, dating back beyond the paleozoic era, and resting on fundamental granite or gneiss. The richer placers are all found among the smaller gulches heading in hills formed of these rocks, which are very full of gold bearing quartz veins. They are also gold bearing conglomerates, found in the former geological period by wearing down of thin rocks along an beach and

into hard rock, lifted up and folded, where abrasion has furnished gold to some of the placers and which may prove themselves to be sources of wealth in the future.

Mr. Spurr's report is accompanied by geological maps of the mining districts visited, and contains a full discussion of the manner in which placer deposits are formed. He effectually disposes of the statement made by the late director of the coast survey, Gen. Duffield, that the placers are of glacial origin, by showing that the region where they are found in great richness was never covered by the continental ice sheet. The paper will undoubtedly prove of great value in affording to those who may visit it in the future a more correct understanding of the geological conditions prevailing in the region and will be in great demand.

Of each of these papers the geological survey has about 1,200 copies for general distribution.

ON THE ALASKAN COAST. 1898

Observations of Gov. Bradley White on the Wheeling.

Secretary Bliss today made public an interesting letter from Gov. John G. Bradley of Alaska, containing the observations made by him while on his annual trip of inspection to the various points on the coast aboard the United States ship Wheeling.

While passing up the Lynn canal the governor says the officers of the ship saw a piece of wreckage which was afterward ascertained to be part of the ill-fated steamer Clara Nevada, of whose crew or passengers not one was left to tell the tale. Special attention, the executive says, should be paid to vessels navigating the Yukon, the traffic on which is so large that the tendency is to take great risks.

The Wheeling after leaving Dyea called at the native village at the north of Chichagof Island, called Hoonah. Here one of the leading men of the village had been accidentally killed by a child six years of age. The people never take account of accidents, and the Hoonah natives held the mother and her people responsible and demanded reparation, which was given, a body of 200 men, thoroughly armed, going to a native village near Killisnoo, at which place the child's mother and her people belonged, and compelling them to turn over many blankets, trunks and money. The governor admonished the natives and told them their old customs would not be tolerated.

From this point the Wheeling proceeded to Yakutat, where, upon investigation, it was found that nearly everything that had been reported to the Navy Department regarding the condition of affairs there was correct.

The governor has considerable to say about the practice of witchery, which seems to exist to a considerable extent in that part of the country. He tells of a man and two women who were bound and tied for bewitching a man. On the ninth day the bound man was released, and as he had had nothing to eat and but a few drinks of water he was in fearful physical condition. The governor spent some time talking to these people, and, after explaining the laws of the United States, told them that in the future he would not deal leniently with those who practice witchcraft. Captain Sebree of the Wheeling had his men practice with the guns of the vessel as a useful object lesson to the natives.

There were about a dozen miners at Yakutat wanting to proceed to the head of Disenchantment bay. Thence they were to cross over the glacier to the Olesek river, where they intended to prospect and afterwards proceed to the White river and get back to the St. Elias range of mountains.

The Wheeling returned to Sitka. Her cruise, in the governor's opinion, had done great good to the natives, as they dreaded a gunboat more than anything else. He says he is convinced it is time to take the natives vigorously in hand and break up the witchcraft, distilling of rum and manufacturing of beer and compel them to conform to our laws in all respects. The native who commits murder or any crime on another native does not escape with the punishment that this government metes out to him, but is held accountable also under the tribal custom. The executive concludes by saying that if backed up by the good will and force of the Navy Department he feels sure he can do much to correct existing conditions during his term of office.

The Application Refused, 31 1898.

The Secretary of the Treasury has received an application from a brewing company for authority to sell in the territory of Alaska a certain concoction. Mr. O'Connell, the solicitor of the treasury, in an opinion on the subject, gives at some length the character of each of the ingredients, and finds in effect that they have little or no medicinal qualities, especially as it would be necessary for the patient to drink a barrel of it to get the benefit of one-fifth of an ounce of the medicinal ingredients. The application is denied.

OLD GLORY MADE THEM FREE.

New York Sun. Apr. 1. 98
Singular Settlement of the Annette Island, B. C.
Indians Under Uncle Sam's Protection.

From the Washington Star.

"We are free. The flag of the United States has taken us into its folds."

These patriotic and thrilling words were uttered in broken English on the 14th day of August, 1897, by a Metlakahla Indian when he carried to his brothers in British Columbia the information that the colony on Annette Island, off the coast of Alaska, was formed and would be protected by the United States.

For years the natives living at Metlakahla, British Columbia, had been in a state of excitement and strife. It was known as the associated community and was under the English flag. In the autumn of 1886 there was a crisis in the affairs of the community and a deputy was sent to Washington to beg the United States Government to give them a place in Alaska where they might build for themselves another home. Accordingly Annette Island was set aside and the settlement started. The island is from eighteen to twenty miles long, with an average width of eight miles, and although more than 75 per cent. of it consists of mountains and rock the place is well suited for a settlement. A number of the natives immediately moved to their new home and when the messenger returned to Metlakahla and delivered the message of freedom and the protection of the United States there was universal rejoicing. Reports received by the Secretary of the Interior give details of the occurrences. The messenger extemporized a song of freedom and sang it to an inspiring native chant. The people were electrified and in their joy the work of pulling and packing up for Alaska at once commenced. By the 18th of August over 800 had safely crossed the water.

The natives have considerable intelligence and they immediately started to organize the community and adopt regulations for its good government. The native council consists of eighty members, ten of whom are agent men and twenty of them are elected by ballot every New Year's Day. The duties of the council are to attend to the public affairs and improvement of the settlement and collect and disburse the yearly tax of \$3 imposed upon every able-bodied male member of the community. The council selects a Treasurer and Secretary to keep the village record.

Admission to settle in the community is open to all those who are willing to adopt its regulations. Every applicant for membership, however, must be approved by the Council, and after probation is publicly admitted on New Year's Day at a general mass meeting. On this occasion each candidate for membership makes his declaration, giving his reasons for seeking admission to the settlement, and solemnly pledges himself to observe its laws and regulations. After the declarations have been made the new members are dressed by some member of the Council. Lots are then cast to determine the company to which each new member is drafted. A badge is given him, and the company then welcomes him by acclamation to its ranks.

On each New Year's Day, after the Council is selected, twenty men are chosen as elders for the church. Their duties are to watch over the moral and religious affairs of the settlement, look up and correct offenders, and conduct religious services wherever they may be when on fishing or hunting expeditions.

After the election of elders the voters are called upon to elect twenty men as peace officers of the settlement, from whom two are selected weekly for special duties as watchmen for the town. All are expected to keep a watchful care over the peace wherever they are travelling or are located. The two watchmen on duty parade the village occasionally during the day and with especial vigilance at night. At 9:30 P. M. the bugle warns all to go to bed, when the watchmen see that all are indoors, except those who may have reasons for being outside.

The members of the community are divided into ten companies, each being named by its color, and each member provided with a badge bearing the words: "Faith, Love, Loyalty," encircled by the words, "United Brethren of Metlakahla."

When it came time to build the town site it was decided that each builder should have a corner lot which should be 80 feet front by 90 feet deep. To avoid contention as to selection of sites, it was determined to permit the eldest the first choice. There are no horses or vehicles in the village, and so the roads were only made twenty feet wide. There is a church, school, town hall, and residences for the minister, doctor, and school teacher. There is a natural reservoir in the shape of a lake 800 feet above the town, and this supplies water for running a sawmill, running the machinery for the canning house, and serves good drinking water for the village.

There are now about 800 persons in the community, and the settlement is steadily growing in resources. Of the Alaskan natives about sixty have joined the settlement and many more would have come except for the strict rules against intoxicants and gambling. Although there is little need of it, the settlement has a jail for the accommodation of criminals brought from other places. The village has three miles of sidewalks, eight feet broad, and the Council is now considering the laying out of the streets by electricity and the establishment of a regular water service. A fire department, with four small hand engines, is provided. The mission is strictly nonsectarian, and no aid is received from any religious society.

WON'T RETURN UNTIL MAY.

WAR MAY BE ON WHEN WHEELING RETURNS FROM ALASKA.

Completes Her Arrangements to Carry the Geological Parties North and at 2 O'clock This Morning Was All Ready to Leave.

The United States gunboat Wheeling, Capt. Sebree, yesterday completed her arrangements to sail this morning at 2 o'clock for Alaska. She has aboard the members of the government geological survey parties, bound for Haines mission and Cook inlet. The two parties had some ten tons of outfit, exclusive of their boats. The Wheeling's launches were busy all day yesterday getting the stuff aboard.

The Wheeling will steam direct to Haines mission from here. One of the geological parties will be landed there, with half the outfit. From Haines mission she will go to Sitka for coal. Then the other party will be landed on the shore of Cook inlet. The Wheeling has orders to be back in Seattle by May 15. After leaving port this morning she is out of the reach of the navy department until May 15. That the government does not intend to use the gunboat in the Spanish war, if there be one, is evidenced by their allowing her to depart with the expedition. Had it seemed at all likely that either the Wheeling or her officers would be needed it is probable that the United States revenue cutter Perry would have taken the geological parties north. Capt. Sebree received no intimation during the few days that the vessel was in port that there would be any change of plans.

The geological expeditions will be composed of eight officers and eighteen men in all. Half of them will go into the interior of Alaska from Haines mission. The others will be landed in Cook inlet, at the mouth of the Sushitna river. The party landed at Haines mission or Skagway will be divided and proceed across the passes in charge of Messrs Barnard and Spear. They expect to explore the headwaters of the White and Tanana rivers, and one of the parties will go down the Tanana to its mouth. The other party will make a map of the country west of the Yukon, including the Forty-Mile mining district.

The Cook inlet party will also be divided. One party, under the direction of E. J. Peters, will explore the Rushinta drainage basin. George H. Eldridge, chief of the entire expedition, will take the remaining men over the divide to the Kuskokuk river and explore the country thoroughly.

For the work on the rivers nine small cedar canoes were shipped out from the east and were yesterday taken aboard the Wheeling. In addition to the canoes, a large metallic lifeboat was taken for use on the upper Yukon. Ten tons of supplies and all of the clothing for the party were purchased from Seattle merchants. The officers of the expedition are:

George H. Eldridge, Arthur Keith, J. E. Spurr, Alfred Brooks, E. C. Barnard, E. J. Peters, Robert Mudron, W. C. Post, W. C. Mendenhall and E. C. Schrader.

The "Jane Gray" Was Wrecked

Ninety Miles North of Cape Flattery on May 22nd

WENT SEVEN WERE SAVED

And Thirty-Four Perished—Pathetic Scenes—The Survivors' Sad Story

Victoria Colonist, 4 June 1898.

The American whaling schooner Jane Gray, which sailed from Seattle on Thursday, May 19, foundered three days later ninety miles north of Cape Flattery and thirty-four of the sixty-one persons who set sail on her perished. The survivors, twenty-seven in number, arrived here at an early hour yesterday morning on the sealing schooner Favorite. Capt. McLean, which picked them up at Kuyquot, after they had been adrift in an open launch, without water and with very little food for thirty-six hours.

The names of the victims as far as known by Capt. Crockett and the survivors are:

- Eduardo Gara, Italy.
- Seconda Bissetta, Italy.
- Wm. Otten, Minnesota.
- Wm. F. Deterling, Minnesota.
- F. W. Ginther, Harrisburg, Penn.
- Ben E. Supres, jr., Seattle.
- Wilbur T. Dorey, Lynnbrook, N. Y.
- Rev. Mr. Gamble, wife and child, St. Lawrence Island, Alaska.
- Edward F. Ritter, Poughkeepsie, N. Y.
- Horace Palmer, Lebanon, Ohio.
- U. S. Hamilton, Illinois.
- Frank Saulsbury.
- Arnot Johnson.
- J. J. Lindsay.
- Victor Schmid.
- Conrad Schmid.
- Bard Dunlop.
- W. H. Gleason.
- William Millay.
- Spencer W. Young.
- Phil. C. Little.
- Andrew Carlson, member of crew.
- John Hawso, member of crew.
- Leon Arnsprung, member of crew.

The wreck and terrible loss of life can be credited to the shipping laws of the United States, which do not provide for the inspection of sailing vessels. The Jane Gray was built for the whaling business and was a small vessel of about 107 tons. She was no doubt well adapted for the business for which she was built, but could hardly be said to be suitable for carrying passengers, despite the changes that were made in her before sailing. A house had been erected on her fore deck for the accommodation of passengers and the sides not being made tight the water washed in, and was unable to run out, the scuppers being stopped up.

This fatal mistake in the construction of the house was discovered as soon as the schooner reached the open

sea, and those who had and some experience on shipboard realized that there was trouble ahead, but the captain calculated that he could reach Kotzebue sound, the contemplated destination, and continued northward, after stopping up the hawser pipe, through which the greatest quantity of water was flowing.

It was early on the Saturday morning after the schooner left Seattle, and just as she had passed Cape Flattery, encountering a moderate gale, that the vessel was put about to allow the holes to be stopped up. But even this did not keep the make-shift cabin free of water, the lower berths being flooded all day Saturday. That evening the vessel was hove to and Capt. Crockett and Mate Hansen, who had been on deck almost continuously for twenty-four hours, turned in for a rest, the second mate being left in charge. At midnight the schooner was pumped out and reported all right, but two hours later she took a decided list to starboard and Capt. Crockett having been called ordered all hands on deck. The passengers and crew hurried out, few taking time to dress. The schooner was by this time on her beam ends, and two launches which were being taken north by Major Ingraham and members of the Prince Luigi's mountain climbing party, were easily launched, the Kennorma, in which the survivors reached shore, being the first in the water. Capt. Crockett ordered the passengers and crew to take to the launches but they seemed to be dazed and took no notice of the order. As the Kennorma was being battered against the side of the sinking ship, Mate Hansen jumped into her to keep her off and called to those clinging to the railings to jump into the water and swim to the launch. Some of them did so and others seemed afraid to take to the water or were crazed with fright, crying for help but making no efforts to save themselves.

The second launch was tied to the side of the schooner and when last seen there were four or five men in her. There is just a bare possibility that they cut loose before the vessel sank, otherwise they must have been drawn down with her, for as it was the launch was partly filled with water.

One of the ship's boats was smashed while being launched and the other for

some reason was not cut loose. Nobody seemed to think of the little dory which was lashed to the top of the cabin, or if they did, did not think it worth consideration. It floated off of its own accord and was not noticed until it was out of reach.

There were twenty-four men in the launch Kennorma when she drifted away from the schooner, the railing of which was barely above water at the time. The unfortunates who had been unable or afraid to reach the boat were clinging to the rails and riggings crying for help, which those in the launch were unable to offer them, true they were in a boat, but they had neither oars nor paddles which would enable them to reach their less fortunate companion. It was pitch

dark at the time and whether the launch drifted out of sight and hearing or the schooner was swallowed up by the sea and the cries and the cries of the passengers and crew drowned, cannot be said, but suddenly, beyond the noise made by the wind and waves, the such only as prevails after the terrible disaster, the witnesses of which are

When daylight broke, two dark objects were noticed on the water, all else having been engulfed or blown away. These two objects proved to be men, who with several others had been washed off the railing just before the schooner disappeared from sight. They were Job Johnson and C. J. Reilly. The fact that they were picked up showed that the launch had not drifted far from the scene of the wreck, and with boards for oars, the launch was kept in the vicinity until it was beyond doubt that only those in the launch had been saved.

Capt. Crockett, calculated that he was ninety miles northwest of Cape Flattery and about forty miles due west from the Vancouver Island coast, and that by allowing the boat to be driven before the wind he would reach some point on the Vancouver Island coast north of Clayoquot. The launch was therefore headed northward and was driven to Union Island at the entrance to Kynquot sound. It was about two o'clock on Monday afternoon thirty-six hours after they left the schooner that the survivors made a landing.

During the thirty-six hours, they had no water except the rain water they caught in their hands and hats during and their meals had consisted entirely of prunes and turnips of which two sacks had been found in the launch. Luckily for those who had left the schooner scantily clad, a bag of clothing was picked up and the articles of wearing apparel were given to those most in need. There was quite a sea running and it was raining all the time, but fortunately it was not a fierce one.

After the survivors had been on shore for some hours an Indian happened along and guided them to Kynquot, where they were able to secure a supply of provisions and where they found the schooner Favorite.

Rev. Mr. Gambel, the Alaskan missionary, seemingly lost all control of his senses. Several of the passengers went to the entrance of the cabin to assist Mrs. Gambel to the launch. Mr. Gambel was carrying their child and saw the launch and said: "We will go together." He afterwards came out alone but would not listen to the offers of the passengers to help him to the launch, returning to the room, where they must have been like rats in a trap.

The schooner was loaded to her stowage with the outfits of the mounting party and the prospectors are bound for Kotzebue sound, where the launches had a lot of

coal and water barrels on deck. She was not, however, deep in the water, the outfits being light.

SCHOONER GOES DOWN

June 2^d 1898

Thirty-four Gold-hunters Perish Off Cape Flattery.

VESSEL SPRUNG A LEAK IN NIGHT

Twenty-seven Survivors of Schooner Jane Gray Reach Seattle with News of Loss of Their Companions—Condition of Vessel Was Not Discovered Until a Few Minutes Before She Went to Bottom—Missionary, with Wife and Child, Lost.

Seattle, Washington, June 1.—The schooner Jane Gray, which sailed from Seattle for Kotzebue Sound on the 19th of May with sixty-one people on board foundered Sunday, May 22, about ninety miles west of Cape Flattery at 2 o'clock in the morning, while lying to in a moderate gale under foresail. Ten minutes after the alarm was given she lay at the bottom of the ocean with thirty-four of her passengers. The remainder succeeded in embarking in a launch, and reached this city this afternoon. Following is a list of survivors:

John Johnson, Springfield, R. I.; C. W. Winkinson, San Francisco; C. Weston, Skowhegan, Me.; A. G. Kinsbury, Boston; Ermilio Sella, S. Beachetto, A. Ceria, H. Wathcer, of Pilla, Italy; P. J. Davenport, Harrisburg, Pa.; George Hiller, Harrisburg, Pa.; J. H. Coutre, Hartford, Conn.; C. J. Reilly, Hartford, Conn.; W. S. Weaver, Murray, Pa.; George R. Boak, Hughesville, Pa.; G. H. Pennington, Snohomish, Wash.; C. H. Packard, Snohomish, Wash.; E. O. Ingraham, L. M. Lessey, J. E. Blackwell, Silas Lovingsood, Charles E. Chord, and M. F. Roberts, all of Seattle, and five of crew; Capt. E. E. Crockett, Mate John Hansen, Charles Olsen, cook; Albert Johnson, assistant cook, and Seaman Charles Carlson.

Names of the Lost.

Those lost are: Signor Gala, Italy; Signor Besseta, Italy; Jack Lindsay, Everett; W. H. Gleason, Seattle; W. A. Johnson, Seattle; V. J. Smith, Seattle; C. G. Smith, Seattle; P. C. Little, Seattle; C. W. Young, Seattle; W. D. Millan, Seattle; Horace Palmer, Lebanon, Ohio; F. C. Saulsbury, Innesota; A. B. Dunlap, Dwight, Ill.; B. D. Ranney, Mexico City; B. E. Snipe, Jr., Seattle; John M. Stutzman, Westfield, N. J.; E. M. Taylor, California; F. S. Taylor, California; B. S. Spencer, California; W. P. Doney, Edward F. Ritter, F. W. Glinther, B. S. Frost, W. F. Levering, William Otter, O. F. McKelvey, C. Brown, C. C. Atkins, N. Hedlund, Charles Williams; V. C. Gambel, wife, and child, missionary on St. Lawrence Island in the Bering Sea, and one other, name unknown.

E. M. and F. S. Taylor, of California, were sons of S. P. Taylor, a wealthy paper manufacturer of San Francisco.

It is possible that there may be four or five more survivors whose names cannot be ascertained.

Preferred Death for All.

The Jane Gray's passengers were prospectors with the exception of Rev. V. C. Gambel, a missionary, who, with his wife and child, was on his way to St. Lawrence Island in the Bering Sea. He refused to place his wife and child on the launch, saying: "The vessel is doomed, and we will die together."

Among the prospectors was a party of sixteen, headed by Maj. Ingraham, who were outfitted by Prince Luigi, of Italy, for a two years' prospecting trip in Alaska. Of this party the only survivors are Maj. Ingraham, L. M. Lessey, C. H. Packard, and G. H. Pennington.

The surviving passengers suffered a great deal of privation, and for thirty hours their only food was a sack of prunes and a sack of turnips from the ship's stores. Sufficient water was caught by spreading a tarpaulin during a rainstorm.

The news of the disaster and the expected arrival of the survivors from Victoria caused a large crowd to gather at the dock in this city. Carriages were waiting, and when the City of Kingston landed the survivors they were all carried to their rooms or to the residences of friends. The few that could be seen had not recovered from the shock, and consequently could not give a very detailed account of the disaster, which came on them so suddenly. They were unable to account for the vessel's springing a leak and sinking so suddenly. They were warm in their praise of the work done by Capt. Crockett at the time of the foundering of the vessel. Capt. Crockett gives the following account of the wreck:

Vessel Had Sprung a Leak.

"We were lying to to mend our foresail. A moderate gale was blowing and the seas were running high. I had gone to

bed and was sound asleep when the watchman awakened me with the announcement that something was wrong. I arose at once, and found the vessel leaking. A hurried investigation showed that she would soon sink, and I at once notified the passengers of the situation. Most of them were asleep underneath the deck. A scene of confusion then took place, and it is impossible to give any detailed account of the events that followed. The darkness added to the confusion.

"The Jane Gray carried two life-boats and two launches. I at once ordered the boats lowered. The first life-boat was swamped. The launch Kennoma, belonging to the Ingraham party, was successfully lowered. At this time the Jane Gray was almost under water. A heavy sea struck her, throwing her on her beam. There was no time to launch other boats. The water was over her hatches, and every one below was certainly drowned. Those on deck, however, got in the launch. A sack of prunes and one of turnips was hurriedly taken from the ship's stores, and this was the only food we had till we reached Vancouver Island.

Picked Up Two More.

"As the launch drifted away from the almost submerged schooner we saw eight or ten men standing on the lee rail, clinging to the rigging. Soon they disappeared from sight. Two of them—Job Johnson and C. Reilly—kept afloat by clinging to bundles of boat lumber. Two hours after they were picked up by our launch, making twenty-seven in all we had with us. It is just barely possible that there will be four more survivors. Before the Jane Gray disappeared under the waves we thought we saw the second launch that was on board, with four forms near it. They were so indistinct that we were not sure. They seemed to be getting into the launch.

"We improvised a sail and paddles after drifting thirty hours in the launch, and finally landed inside of Rugged Point, Kynquot Sound, on Vancouver Island, eighty miles from the scene of the wreck. A fire was built on the beach, and we made a meal on roasted mussels. We had eaten nothing since the night before the disaster, excepting the sack of prunes and turnips which we threw into the launch. We got our drinking water by spreading out a tarpaulin in the driving rain. An Indian, who chanced to come along, informed us that the village of Kynquot was but six miles away. We went there, and found the sealing schooner Favorite becalmed, and arrangements were made to carry our party to Victoria. We reached there just in time to catch the steamer for Seattle."

The Jane Gray was a schooner of 1,000 tons burden. She was built in Bath, Me., in 1887. She was owned and operated by McDougall & Southwick, of this city. Outside of the miners' outfit, she carried no cargo.

Times-Republican.

LOST ON PACIFIC.

June 2^d 1898
V. C. Gambel, Wife and Child, Formerly of This County, Reported Shipwrecked.

Mr. Gambel Formerly Principal of the Rhodes Schools—His Wife's Mother Here.

Among the list of those drowned by the foundering of the Sarah Jane, which was en route to Alaska from Seattle, appears the name of V. C. Gambel, wife and child. Mr. Gambel was a former resident of this county, and for several years was principal of the schools at Rhodes.

After leaving Rhodes three or four years ago Mr. Gambel entered the mission field and was assigned to a station on St. Lawrence Island, in the Bering Sea. Mrs. Gambel had been in Chicago for an extended stay, and a few weeks ago Mr. Gambel returned to the country for her. About two weeks ago they were at Rhodes visiting her sister, stopping en route to his far away field of labors. They left this city and sailed from Seattle in the Sarah Jane May 19, and on May 22 the boat foundered. The full particulars appear in the telegraphic dispatches of today.

Mrs. Gambel's mother, Mrs. Mary E. Webster, is at present making her home in this city, and has most of the time for a year past. She is stopping with Mrs. W. R. Coppock at No. 111 South First street.

The first news of the calamity came in Wednesday's dispatches, and friends of Mrs. Webster broke the news as gently as possible. Mrs. Webster is almost prostrated. Mr. and Mrs. Gambel's child was a daughter, about 1½ years old, and a sweet little child. Mr. Gambel was a bright and energetic young man and an earnest worker. His wife and child were offered a place in the launch, whose occupants reached shore in safety, but he thought all were doomed and Mr. Gambel said all would die together.

UNCLE SAM'S BIG EXHIBIT

Omaha Daily — Bee, June 5th
Interesting Features Shown by Departments of the Government. 1898

ALL BRANCHES ARE WELL REPRESENTED

Building Packed with Rare Specimens of the Best Articles That Can Be Found on the Western Hemisphere.

The extensive exhibit of the several bureaus under the control of the Interior department attracts the attention of the visitor to the Government building as soon as he passes through the main entrance. The exhibit of the department occupies the space at the left of the main entrance on the east side of the building, extending about half way to the south end. The most striking thing about the exhibit and the thing which first attracts the attention of the visitor is the collection relating to Alaska. This portion of the exhibit is in the space allotted to the Bureau of Education, which has charge of the schools of Alaska and also of the introduction of the reindeer into that far away possession of this government. The first object to strike the eye is a group showing a native of Alaska, seated in a sledge which is drawn by a reindeer. The reindeer is a genuine specimen of the animal as it is known in Alaska, with a harness used by the natives; the sledge shows signs of severe usage. The native seated securely in the sledge is encased in furs and wields a long whip. The group rests on a table, the top of which is covered with artificial snow, which glitters in the light and has every appearance of being genuine. A warning against handling the beautiful white substance is in plain view to prevent people from tasting or using other means to test the substance. It is largely composed of arsenic and its use as food is not conducive to health in this world.

Back of this group, in a large glass case, is a group showing various types of natives of Alaska with their native dress, some of the costumes being made of furs, others of the skins of birds, the skins of fish and other materials found in that cold country. A second glass case contains stuffed birds found in Alaska and beside it is a small case containing a collection of totems, various household implements, specimens of ivory carving, etc.

Education of the Indian.

In addition to the Alaskan portion of the exhibit the Bureau of Education also shows a number of articles relating to the schools of the United States. A large chart suspended on the wall shows the progress of the last twenty years in education in the north central states. Other charts show the distribution of educational institutions including colleges, normal schools, etc. Other charts show the agricultural and mechanical colleges which are aided by the government, with charts showing certain statistics relating to these schools. Water color pictures show typical school houses of different periods and a series of wash drawings show the various methods of punishment used in the schools both past and present, including a few scenes from the schools of foreign countries.

The Bureau of Indian Affairs occupies a place next to that of the Bureau of Education. The display made by this bureau,

A TRAGEDY OF THE SEA.

N. Y. Tribune, June 11, '98.
INDIAN WOMEN OF ST. LAWRENCE

ISLAND WATCH IN VAIN.

A SHORT SKETCH OF THE WORK OF THE TWO MISSIONARIES, MR. AND MRS. GAMBELL, WHO WERE DROWNED LAST WEEK.

Mrs. Gambell, wife of the Rev. V. G. Gambell, the missionary under the Presbyterian Board of Home Missions in this city, whose drowning, together with husband and infant, while returning to her field of labor on St. Lawrence Island, was reported in The Tribune of Thursday, was a remarkable woman. She had been with her husband at work among the Indian women of this out-of-the-way spot for about two years, her work being specially supported by the Woman's Board of Home Missions. During that time she had impressed her strong personality upon the life of the colony to its great advantage, and she had also accurately informed the women of the Board and of the church about the conditions on the island and among Alaskans generally, and given them ideas of the needs of the work such as they had never had before.

Her child was born on this island, and it was found necessary last year for her to return home for medical treatment. This meant a year's absence, since it is only possible to reach St. Lawrence Island once a year. The coming away was a sad parting both for Mrs. Gambell and the women of the island. The whole population turned out to bid Mr. and Mrs. Gambell goodbye, for it is only once or twice a year that a vessel comes near the island. There were many promises given that they would come back.

The surgical operation was entirely successful, and she was returning with her husband to her work when the wreck occurred.

Members of the Woman's Board in this city cannot understand why the Gambell family should have been aboard of the steamer Jane Grey. The journey home was made on a Government tender, and it was supposed that the return would have been made in the same way. It is possible a revenue tender could not be had. The reason for the foundering of the steamer is easier to explain. The Rev. Dr. Sheldon Jackson, while at the recent General Assembly, said that everything in the shape of a boat is being pressed into this Alaskan service now. The steamer in question may have been one of these mere shapes of boats and wholly unfit, as many of them are, to go to sea.

St. Lawrence Island, where the Gambells were the only white people, is almost the last of the Alaskan point, and is only thirty-five miles from the Siberian coast. Little had been known of the customs of the people there until Mrs. Gambell's account gave the members of the Woman's Board accurate information concerning the work to be accomplished.

The people formerly lived under ground, but now they live in round houses, six feet high, made of driftwood and portions of wrecks. There are no trees on the island, but Mr. Gambell discovered coal, and now the Indians keep fires. The doors of their houses are small, the people crawling through them on all-fours. The door is always toward the west. The partitions are made with deerskins. Clay lamps are made and walrus oil is used for lights. Sealskins are utilized for clothing and walrus skins for blankets. There are no shrubs on the island, but daisies, honeysuckles, dandelions and buttercups come as soon as snow goes—about the middle of July. The school which Mrs. Gambell taught had about sixty pupils.

One of the strange customs among the Alaskans and other Indians of the Northwest is the killing—usually by hanging—of all the women of the tribe after they reach a certain age.

If the deceased woman had been prominent in the community or had done any good service above the ordinary of her tribe, it is customary to take her body at death to the top of the mountain. If she had been in life a good average woman her body is taken half way up. If of no particular account she is taken but to the foot of the mountain. The clothing is removed and scattered about, and bread, soap and tobacco are placed near the denuded body.

The reason for putting them to death was not, according to Mrs. Gambell, that the Indians are without family affection or that they are barbarous. On the contrary, family affection is strong, and the putting to death is, in their judgment, an act of kindness. Mothers show as much love for their children as any mothers do. Children are taught to obey implicitly, and they do obey far better than the average children in the United States. When a woman becomes old and helpless she says to her family—no action is ever taken unless she does say so—that she is too old to be of use any more; that she has no teeth to eat seal meat and that she had better be killed and taken to the mountain. The command is carried out without question, as implicitly obeyed as are other commands to children, old as well as young. But there is no cruelty.

The Woman's Board has decided to send another family to St. Lawrence Island as soon as possible to carry on the work begun by the Gambells, though it may not be this summer.

TO CARRY THE YUKON MAIL

The "Imp" Arrives Overland From New York.

FASTEST LAUNCH SENT NORTH.

Part of P. C. Richardson's Equipment for His Big Contract—She Will Operate on the Lower River, While the May West Will Take Upper Part of the Trip—Mail Posts From St. Michael to Lake Bennett.

The first steamer that will ply the waters of the golden Yukon as an exclusive mail carrier has just arrived from New York on two big flat cars. It is the Imp, built for Millionaire Barber, of asphalt paving fame, and is the fastest launch that has yet been sent to the Yukon. It is the property of P. C. Richardson, who has just obtained a four years' contract to carry mails from Juneau to St. Michael for \$80,770 per year.

The Imp will be one of the two steamers used to carry out the contract which calls for a semi-monthly service from Juneau to Weare, and a monthly service on the lower river. The other steamer is the May West, now supposed to be on her way down the river from Dawson. The Imp will operate on the lower river and the May West is to take the upper part of the trip.

Besides the two steamers, a colony of Laplanders, half of Sheldon Jackson's reindeer herd, a big pack of native dogs, forty experienced carriers and twenty posts, at intervals along the river, figure in Richardson's big contract. Many thousand miles will be covered by the hardy men in his employ and miners all along the great river will not feel as though they were utterly forgotten by their government.

The mail posts will extend from St. Michael to Lake Bennett, being about 100 miles apart. A log cabin of comfortable size will be erected this summer and stocked with supplies which the steamer May West will take upon her first trip. Seven of the stations will be in charge of division superintendents. The others will be in the hands of the Laplanders who have taken their families north. Two carriers will be located during the winter at each station and the mails will be carried by relay.

In past years the government has been content with an indifferent sort of service usually carried out by one or two men who managed to get letter mail up and down the river perhaps once during the winter. This is the first practical service as it is the first year that the government has offered to pay for the work.

Three mails have already been dispatched from here for St. Michael. Their aggregate weight is nearly 10,000 pounds. The mail on the Alliance is known as No. 1 and will get away on the first river boat to leave St. Michael. It weighs 6,500 pounds. The Charles Nelson carried the second mail which weighed 1,200 pounds. The Humboldt, leaving early in the week, had 1,900 pounds. Mr. Richardson has made arrangements to have the mail taken up the river at once.

The Imp is still lying in the railroad yards on the cars that brought her across the continent. She is forty-eight feet long consequently one freight car was not long enough. Her bow hangs over several feet on another car which also carried some of her machinery. She will be sent north about July 15 on some steamer running out of this port. She draws twenty-two inches of water when loaded, and her triple expansion engines will drive good sixteen knots per hour with ease. She will have no deck house and will not carry passengers.

The May West was sent north last year and was frozen in at Woodworth with the steamer Seattle No. 1. She was to have gone up to Dawson as soon as the ice broke. She is in command of Capt. Frank Worth.

FOR BETTER MAIL SERVICE.

Post-Office
Demand of Increased Population and Commerce.

LETTERS BOUND FOR ALASKA.

Most of Them Find Their Way Through Seattle—Tons of Mail Matter Handled at the Local Office—Important Contracts for Regular Delivery and Establishment of Points Along the Yukon.

As the population and commerce of Alaska increase, the demand for better mail service becomes more imperative. The present administration is showing itself fully alive to the situation, even despite the calls that have been made upon it in other directions. The postoffice departments of both the United States and Canada have made ready to provide mail facilities adequate to the great increase of population on the Yukon, for new contracts went into effect on July 1. Until recently the facilities provided were utterly inadequate to the needs of the business, and it was a game of hit or miss whether a letter addressed to a person at either of those towns ever reached him, or one sent out from there ever got on board the steamer. Of the persons passing through these towns on their way to the Yukon, 12,000 left their names at the postoffice with a request that their letters be forwarded. There was no safe place in either town for any man to deposit his money, except the bank at Skagway, which charged 50 cents per month per \$100 on deposits and 2 per cent. for sending money to Seattle.

Finally Postoffice Inspector Clum was sent to Alaska to investigate the condition of affairs, and he allowed the offices three clerks each and put them in good order. They were made money order offices and immediately a rush of business began. The money order department at Dyea was opened on April 14 and men swarmed in to send their money home rather than pay somebody to take care of it for them. The business for the first fourteen days averaged \$3,500 a day. A similar rush at Skagway piled in about \$10,000 in three or four days, when the postmaster would refuse to issue any more orders until he had remitted the accumulation from his overflowing safe. The postoffice at Juneau made one remittance of \$57,000. This, with the day's receipts of the Seattle office, made a remittance to Washington of \$59,000, which so astonished the superintendent of the money order division that he telegraphed for the correct amount, and was only convinced when he received an explanatory letter. Since then remittances of \$40,000 have come frequently.

Owing to the small price paid for the service over the trail to Dawson last winter, no pains were taken to bring the mail through, and men coming out over the trail found whole sacks of mail matter thrown down and scattered around. Men paid private carriers as much as \$1 a letter to have them safely brought out, and this rate was paid to Dobson, who was hired by the people of Rampart to bring their letters home.

On a Better Basis.

Beginning on July 1, the mail service is put on a more satisfactory footing, for the United States government has entered into a series of four-year contracts on several routes. One of these provides for five round trips a month from Seattle to Mary Island, Ketchikan, Fort Wrangel, Juneau, Douglas, Haines, Skagway and Dyea, returning by Skagway, Haines, Sitka, Killisnoe, Douglas, Juneau, Fort Wrangel, Mary Island and Mary Island to Seattle.

Another contract has been let to P. C. Richardson, of Seattle, for two round trips a month from Juneau by way of Dyea to Dawson, Forty-Mile, Cudahy, Circle and such other postoffices as may be established on the route to Weare, and one round trip a month from Weare by way of such postoffices as may be established on the Yukon river to St. Michael. On these routes only first-class matter will be carried.

A further contract has been made for two round trips a month in June, July and August from Seattle via Unalaska to St. Michael and thence by way of intermediate points to Circle and thence through to Dawson, if the steamers go through. It is proposed to put railway mail clerks on the steamers, so that they can put the mail off at any place to which it is addressed. The steamers on this route will carry all classes of mail matter.

For Copper river and Cook inlet the mail goes monthly from Sitka by way of Yakutat, Nutchek, to Orca, on Prince William sound, Homer on Cook inlet, Kadiak, Karluk, Sand Point, Unga and Belkofsky to Unalaska and back, from April to October inclusive. All mail for Copper river goes to Orca until an office is established at Valdez. The mail for Sunrise, the center of the Cook inlet mines, goes by way of Kadiak or Homer. This is the service provided by the government, but the vessels which are now sailing for Cook inlet and Copper river about every two weeks are carrying mail free direct to Sunrise and Valdez, and have been doing so all winter.

No mail facilities have yet been provided for Kotzebue sound. Letters for persons in that district should be directed to them at Kotzebue sound. They will then be sent to St. Michael, the nearest postoffice, where vessels bound for Kotzebue sound are likely to call. It is probable, too, that the people in that section will subscribe to send a man down to St. Michael for mail.

Richardson's Contracts.

Mr. Richardson, who has a contract with the Canadian government for a bi-monthly mail service from the coast to Dawson, in addition to his contract with the United States, will run a fast launch from St. Michael to Dawson during the summer, and will carry the mail from the head of Lake Bennett to Dawson by rowboat or by the mail steamers which are to run on the lakes. His launch will also carry express matter. In the winter the mails will be carried by dogs teams for the whole distance. He will establish relay stations every 100 miles from Dyea or Skagway, with a relief of two men and a team of dogs at each station, each stage being made in three days. The time allowed for the trip will be: From the coast to Dawson, 20 days; from Dawson to Weare, 25 days; from Weare to St. Michael, 30 days.

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A communication received by Postmaster Meem, of Seattle, from the postmaster general states that the postoffice department is disposed to be liberal in the means of transportation of reading matter to people in the Yukon country, and he was authorized to forward any reasonable amount of such matter from Seattle.

The department will decline to receive large lots of second, third and fourth class matter addressed to any one party, evidently sent to avoid payment of freight. In the past Postmaster Meem has permitted this class of matter to be sent in a large quantity to any one person, but now

that the rule has been modified and only a reasonable amount will be allowed, the people who have been using the mails to avoid the payment of freight will likely send such material through with the steamship companies.

Plenty of Water.

One of the most important bits of news to come from the gold fields is that the Yukon has several feet more of water than usual. This will enable the boats with gold to come down and the boats with food to go up.

An Enthusiast.

Cleveland Plain Dealer.

"I never saw such an enthusiast as that young McKay, of the naval reserves.

"What has he done now?"

"Why, he insists that all the new recruits shall eat navel oranges three times a day."

Miss Anna Fulcomer, daughter of Rev. M. Fulcomer, of East Nebraska Conference, gives in the June Century a very interesting article on her year's experience as teacher in the Government school at Circle City, on the Yukon River, where she taught last winter. The article is handsomely illustrated, and gives a most interesting description of the inhabitants of that arctic region and the kind of life they live. The Century paid her \$85 for the article.

Joaquin Miller's Return to His Oakland Home.

July 26, 1898

Not in a stately reindeer chariot, nor in swift Equimaux sleigh, but in a disappointing, pompous, respectable old gurney, did Joaquin Miller, poet, farmer and Alaskan miner, come climbing to his home on the heights behind Oakland last Friday morning at half after nine o'clock.

We had been waiting hours for him then. The "prodigal calf" had been killed and was hissing bravely in the oven. The table, decked with flowers and groaning with good things, invited his coming.

"Mother," dressed in her best, sat at the little window, looking over to the Golden Gate, and said for the last time:

"I'm afraid my boy will never come home to me—they have starved him to death!"

Just as he came from the Klondike, overalls, jumper, old hat and all, did he step out of the incongruous gurney—a figure strange and picturesque.

"Oh, the trees, and the sun, and the brown hills!" said he. "I would not give ten feet of California ground for all of Alaska!"

"Water, water!" he cried, "that I may wash! And then to see mother!"

It was not at all the same Joaquin who went into the "chapel" as he who came out.

"I have washed Alaska off," said he. "Do you know, I thought I had lost some silk shirts at Walla Walla, but I was informed I only had not washed deep enough—that's all!"

Incidentally he had washed off some of the picturesque as well as "Alaska," and deeply disappointed the young artist who was there to sketch him.

But to wish is to have, up at the Heights, in more than fairy fashion, and Mr. Miller, tired and hungry as he was, went back to his cabin, slipped off the ceremonious black broadcloth, and came out in all the gorgeous richness of a full Alaskan toilet.

He is thinner, perhaps, than when he went away, but it would be difficult to find a more eminently picturesque and splendid figure than that of our viking poet.

Dressed in royal furs from top to toe, his old Greek head, tawny locks, great gold beard and all, crowned with a hat of reindeer skin, he seems some strange Scandinavian god, who may have stepped from Odin's side for a brief second into the Christmas dream of a child.

From the poet's cabin to Mrs. Miller's house is many steps—one man, one house, is the law at the Heights, and the little hill between them is much to climb when one is eighty-two years old, but Mrs. Miller had almost persuaded herself thereto before her poet son came.

"I don't mind his old clothes; tell him I want to see him, dirt and all!" she cried impatiently.

"Ah! doesn't he look fine! My boy, my boy, I thought you would never come back to me! You did not lose your ear, did you?" reassuring herself of their double existence.

"What have you for breakfast, mother?" said he, "here is for yours," and he caught up a plate from the table (the dining-room is in Mrs. Miller's house) and emptied a sackful of golden nuggets into it and placed it in her lap.

"Mother won't eat her breakfast," he laughed in comical despair, "and I brought it all the way from Alaska. But we will eat now—draw up."

Meals are served in patriarchal fashion up at the Heights. The host heads the table and himself serves everything to his guests—but always "mother" first, no matter who is there.

"Did you get the letter in good time that I wrote, telling you to have a Christmas feast for all the friends who had been good to you?" inquired the host of his

"Yes, Joaquin; I got it in May," she said, "but I thought it a little early to invite people."

"Oh, well! do for next time—all of you come," and we promised.

"What did you miss most in Alaska?" we asked him.

"Fruit, fruit, fruit; and fresh potatoes. The canned fruit has been too familiar with the tin, and Lord! the tang of it! Then potatoes, they were \$5 a pound in the spring," and he helped himself to another \$5 worth.

"Well, Joaquin, would you advise any of us—your friends—to go up there now to make our fortunes?"

"No," he said gravely. "The mines are full of miners; there is no need of more to work those that are already discovered. There are forty thousand men on the ground now. The mines are passing rich, but it would be well to stay in California. I tell you it is a good place to stay in—till one hears more, at any rate. It's a hard life. Four men died on the boat I came down on, and others lay stretched in rows along the deck more dead than alive. I'm ill myself, and I am going away to the springs to-morrow, to rest, to rest, to rest. But there is lots of gold there; it is wonderful; it has not been at all overstated. I have some tidy little claims myself, on Bonanza creek, Skookum, etc."

"Is the scenery paintable?" asked the impractical artist friend, who had been maundering among the clouds, far away from "bench" and other claims.

"Never on sea, or sky, or shore," began the poet; "no! Never was such color! It is color completed, finished, achieved! The innermost soul of blue, the rose of heaven, by the grace of God, glinting, and gleaming, and glowing with beauty indescribable. As one sees the sun trying to get his chin up over the hills beyond (he cannot quite) to look down into the gorge beneath, sending shafts of light into the heart of them—well, I have no words."

"Are we to have some songs of Alaska one of these days?" we ask.

"Perhaps—perhaps," replies the poet. "It needs a new Columbus to capture the color up there—a new world to conquer; strange light and long shadow; short life, long death."

"Can trees live there?" we ask.

"I brought one with me," was the unexpected reply; "here!" And he handed round a staff, a scant four feet long, and as thick round as a slim woman's arm.

"That is an Arctic tree, full-size, grown within the Arctic circle," he said. "They get smaller and smaller as you go farther north, till they are just like little Noah's ark trees; then they disappear entirely."

"Ah! tell us about the northern lights," we asked; and over the coffee he told us strange and beautiful legends of the Far North, handed down from ages unspeakable.

"I will tell you what the Indian Paul told me," he said. "The priests (this is not a new country, you know, and Catholics you will find wherever there are people and danger)—the priests do not like the Indians to tell their tales; they say it is 'fetish,' but I am friends with all Indians and they are fond of me, and will tell their tales and yarns to me all day long."

"Once when the world was young, and palms and all things beautiful grew in the far north, the sun shone there all day long, for he loved the fair Alaska; and there were great beasts and singing birds and running streams throughout all the land, and the Great Chief of all the Indians went hunting every day. But one day he grew weary of the chase and threw himself into the shade of a great tree to get rest. But the sun came out, and he ro"

the shadow of a great rock near by. Then again the sun peered into his face, and he dragged himself into a dark cave, but the sun pursued him still, and shot merry gleams into his eyes.

"Then the Great Chief stood up and swore a mighty oath. 'This day is too long—who will break off a piece of this day for me?'"

"And three times he called aloud to the hills."

"Then the Good Spirit heard him, and stood before him and said:

"What is your will?"

"Then said the Great Chief:

"The day is too long, the shadows die too soon, the sun pursues me everywhere. Break a piece off this day for me."

"Thus shall it be," said the Good Spirit.

"Then the day was broken, and the long, long nights were born; but the Great Chief grew aweary for the lost day."

"Give me back the good day. I am weary for light."

"Not so," said the Good Spirit, "the word has been spoken for ever!"

"So the long, long nights still live in Alaska, but sometimes, when the restless soul of the Great Chief cries most piteously for the sun, little pieces of the broken day shimmer up into the sky—and these are the Lights of the North."

One more story he told, and yet another, all telling of the time when Alaska was warm and sunny, when there were great palms and running waters throughout all the land—the memories of a people without books.

"May I give these to the public, Mr. Miller?" said I.

"As you please," he replied, indifferently. "But if the public is as tired of Joaquin Miller as Joaquin Miller is of the public, I'm sorry for the gentleman!"

SIXTEEN HAVE PERISHED.

Washington Post Aug 9, 1898.
Sad Fate of a Missionary, His Wife, and a Party of Prospectors.

San Francisco, Aug. 8.—A letter received by the Alaska Commercial Company, dated Unalaska, July 28, says:

Information received here is to the effect that an entire party of twelve prospectors, calling themselves the Columbia Exploring Company, together with the Rev. R. Weber, a Moravian missionary, his wife and two native pilots, bound for the Muskovite river, have been lost.

Not long ago the Rev. Weber was asked by some of the prospecting party who were on board the steamer Lakme to go with them as pilot and interpreter, with two Indian pilots up the Muskovite River. He agreed to do so, taking his wife along. On June 24 he met the party, who had a fifty-foot steamer and two barges. They were at Good News Bay, but were short one boat, which was needed to carry their stores. On July 27, the natives say, the small steamer with two barges in tow left Good News Bay to proceed up the river. Soon after their departure a terrific storm arose.

A few days later the natives reported a stranded barge ashore on the north side of the river. It was laden with supplies, all of which were appropriated by the finders. Later on a raft was found adrift. Nothing has been heard of any of the persons who started up the river, and all are thought to have perished. The names of the prospectors have not yet been ascertained.

LOSS OF THE JESSIE. 1898

The Party that Went Down with Her Consisted of Eighteen Persons.

Seattle, Wash., Aug. 10.—Details state that there were eighteen persons on the river steamer Jessie, of the Columbian Exploration Company, which foundered in the Kuskowim River, Alaska, during a severe storm July 28. It is thought all were lost. The steamer Jessie, at the time of the disaster, had in tow the barge Minerva, loaded with supplies.

The news of the disaster was brought to the headquarters of the Alaska Commercial Company by Indians, who had found the Minerva partly wrecked. The Indians assert that the steamer foundered and that all of her party perished in the storm that swept down on them before they were well into the river, and only a few hours after they had left the steamer Lakme, on which they had gone north. The Indians confiscated the supplies. The party consisted of the following persons:

E. S. Limes, Seattle; A. C. Staston, Seattle; V. J. Murphy, Bowling Green, Ky.; Rob P. Frierson, Gallatin, Tenn.; S. R. Mitchell, Gallatin, Tenn.; H. C. Clifford Hare, Gallatin, Tenn.; Engineer Kenslock, Milwaukee; ——— Smallhouse, Louisville, Ky.; B. Knudson, Geressee, Idaho; Harry S. Hadreen, Seattle; Rev. R. Weber, Moravian, missionary, wife and child; two Indian guides.

RICHARDSON IS SANGUINE.

Seattle Post-Sept. 2, 1898

Determined to Carry Out His Alaska Mail Contract.

PREPARATIONS FOR WINTER.

Four Round Trips a Month to Be Run on the Juneau-Tanana Route During Season of Navigation—Plenty of Capital Now—Carriers' Stations to Be Established on Winter Trail—Will Use Laplanders.

The gigantic task of carrying the United States mails up and down the great valley of the Yukon, summer and winter, sunshine or storm, which P. C. Richardson, of Seattle, has undertaken, at a contract price in five figures is to be performed if within the power of man. This is the promise of A. R. Ginnold, one of Contractor Richardson's most trusted agents, who is now in Seattle on business for his employer. He says that Mr. Richardson has obtained strong financial backing, and that if money and brains will avail anything the contract will be carried out to its strictest letter. All preparations for the attainment of that end are now being made along the Yukon valley, Mr. Ginnold says, by Contractor Richardson's men.

Mr. Ginnold arrived a few days ago on the steamer Cottage City from Skagway, where he met Postoffice Inspector Clum, then on his way down from his remarkable trip through the interior and coast islands of Alaska, establishing postoffices and making postmasters on the "while you wait" plan. Inspector Clum and Mr. Ginnold at that time talked over the situation in Alaska and the latter had an opportunity to explain some of the reasons why Contractor Richardson had failed to start the mails moving on July 1, as called for by his agreement with the government. Mr. Ginnold says that Inspector Clum felt greatly relieved to hear that the contract was in a fair way to be strictly performed, and the inspector incidentally mentioned the fact that he had hopes of that outcome of the matter when telling of his trip to a Post-Intelligence reporter. Mr. Ginnold willingly admits that Inspector Clum was justified in becoming somewhat disheartened and so reporting to the department at Washington, but believes that any lurking distrust of Contractor Richardson's intentions and ability will now soon disappear.

He Needed Capital.

According to Mr. Ginnold the difficulty Contractor Richardson had to contend with was lack of capital, consequent upon the unexpected refusal of his original backers to advance the money required before the first steps under the contract could be taken. The details of this difficulty Mr. Ginnold does not care to make public, but says that the desire of the backers for the lion's share of the prospective profits was the prime cause of it.

The new backers of Contractor Richardson, according to Mr. Ginnold, are the stockholders of the Bennett Lake and Klondike Navigation Company, a Victoria, B. C., corporation which is now making money hand over fist by operating a line of small steamers on the lakes at

the head of the Yukon and on the upper river. Contractor Richardson, Mr. Ginnold explains, has taken an interest in the navigation company and the navigation company people have taken a share in the big mail contract. It is the plan of the latter to furnish Contractor Richardson with funds as needed and also to allow him the use of the company's steamers during the season of navigation, to the mutual advantage of both parties.

The plan has already been inaugurated. The Richardson contract, it will be remembered, has three separate divisions: One contract is for two round trips a month each month in the year, between Juneau and Tanana, at the mouth of the river of the same name. Another is for one round trip a month, the year round, between Tanana and St. Michael. The third is for five round trips by water between Seattle and St. Michael. During the month of July two mails went in from Juneau, but none came out. Last month, however, three mails had already gone in and two came out on the Juneau-Tanana route when Mr. Ginnold left Skagway, and it is the intention of the contractors to run four round trips a month on that route during the season of navigation, in order to partially atone for the failure to make the July trips.

How the Scheme Will Be Worked.

Under the arrangement made by Mr. Richardson he has at his disposal \$50,000, advanced by his new backers, nearly half of which has already been expended in the purchase of dogs, sleds and supplies for use on the frozen river in the winter months. It is on this feature of Mr. Richardson's new plans that Mr. Ginnold waxes eloquent. He explains how General Manager Oliver, of the Navigation Company, is already in the field on the upper river, establishing carrier stations every fifty miles along the trail, with storm shelters half way between each. At each station a large stock of provisions will be kept on hand. All winter a man will remain in charge at each station to care for the dog teams and carriers.

The station keepers will also be authorized to care for travelers and sell them provisions if necessity demands. At the twenty-five mile shelters only small supplies of food and fuel will be kept. On the lower river four men are now in the field making like preparations for the winter. These mail stations, it is thought, will revolutionize the winter travel in the Yukon, making it entirely safe and practicable. Mr. Ginnold says that when he left Skagway thirty-five tons of provisions had been sent down for distribution along the mail routes and thirty tons more were to go north on the Cottage City today from Seattle.

The carriers on the route will be white men or Indians, according to their individual ability, but each will be accompanied by a Laplander. This is a novel feature arranged by Mr. Richardson with Dr. Sheldon Jackson, who has acted as guardian to the Laplanders imported by the government to take care of the Alaskan reindeer herd. Mr. Ginnold doubts that the reindeer will also be used, but is not certain on this point. A small army of carriers will be employed at the height of the winter season, when many relays are necessary.

Mr. Ginnold, who is an old friend of Contractor Richardson, is a Seattle man, and lived in this city for ten years before he went north to engage in mail carrying. He is a brickmason by trade.

Speaking of the Richardson contract, Assistant Postmaster Colkett, who has just returned from Washington City, said yesterday:

"Rumors bearing on this matter had reached the department which tended to leave a wrong impression as to Mr. Richardson's ability to fulfill his contract. They did not fully understand the adversities encountered by Richardson during the life of his summer contract, and while they realize that he has a herculean task before him in successfully carrying out his present contract, they wish him all the luck in the world."

SURVEY OF ALASKAN COAST.
Oct. 4. 1898
It Adds 2,500 Miles to the Territory of the United States.

The discovery of 2,500 miles of additional territory of the United States on the Alaskan coast and of a new channel for Yukon-bound vessels, which will minimize distance, time and danger, is officially reported to Superintendent Pritchett of the coast and geodetic survey by John F. Pratt, the assistant in charge of the expedition which has been working in those waters.

What the expansion of the mileage of our Alaskan territory is due to is not known. There is a possibility of accretion and constant outward growth of the land since the first charts were made, but the better opinion is that it is due to previous inaccurate charts, the present being the first regular and reliable survey of the region.

The finding of the new channel will effect a saving of about 400 or 500 miles in reaching the Yukon.

The new channel just found is the "Kusli-vak," which will permit ships of moderate draught to proceed directly into the Yukon from the south and then continue up the river 400 or 500 miles to a safe landing before transshipping to the smaller boats which will go the remainder of the way up the river. Aside from shortening the distance, this will put the Yukon region into much closer access from the south.

NO CESSION OF ALASKAN SOIL.

NY
Seattle Business Men Protest Against Such an Idea. *4:48*

SEATTLE, Wash., Oct. 3.—A meeting of the business men of Seattle was called this afternoon at the Chamber of Commerce to protest against the cession of territory in Alaska to Canada by the Joint High Commission in Quebec. A story, which seems absurd on its face, has been received here to the effect that the American members of the commission have manifested their willingness to concede all the Alaska coast from Yakutat Bay just south of Mount St. Elias to Dixon's Entrance, including Juneau, Skagway and Dyea, in return for privileges in the Canadian and Behring Sea fisheries. These reports come from Quebec, and have aroused considerable indignation among the people of the Northwest who have been engaged in opening up trade in Alaska. Strong resolutions were passed protesting against such action and favoring the acquisition of territory instead of ceding it.

Evening Star
RAILWAY LAND GRANTS
Washington
Oct 12, 1898

The annual report of Commissioner Blinger Hermann of the general land office to the Secretary of the Interior was made public today. Commissioner Hermann says:

Land Laws in Alaska.

"On May 14, the act of Congress extending the homestead laws over the territory of Alaska received the executive sanction. "No provision was made in this bill for

the extension of the rectangular system over the territory or the adoption of any system or method of carrying on the work of surveying the public lands.

"After careful consideration of the nature of the country and the wide areas of mountainous land, the improbability of many applications for surveys of tracts agricultural in character, the probable isolation of the 80-acre lots, the maximum amount allowed to homestead settlers, and the impracticability of forming a connected system of base and standard lines which shall embrace the entire district, I have deemed it best for the present to continue the deposit system of surveys which was in existence prior to the passage of the act above cited. If it shall hereafter be developed that there are large areas of arable land, amounting to a considerable number of townships, I shall adopt the system of independent base and meridian lines, as is the practice in other districts whenever it is found impracticable to extend the exterior lines over inaccessible portions of the country.

"Through the courtesy of the superintendent of the United States coast and geodetic survey, who has commissioned several parties this summer to make surveys in Alaska, auxiliary meridians have been established at points where observations have been taken and coast survey monuments established, by which means a valuable aid in the direction of accuracy is given to the deputies who shall be called upon to survey homestead or other entries in the vicinity of these observation stations.

"Between one and two hundred applications for surveys under the act of March 3, 1891, permitting entries for trading and manufacturing purposes, have been made, but owing to the inherent defects in the surveys and failure to comply with the requirements of the act, very few of these Alaska entries have been perfected so as to receive patent."

Railroad Land Grants.

There were certified and patented under the land grants made by Congress to aid in the construction of railroads during the fiscal year ending June 30, 1898, 1,032,534.84 acres of land, a decrease of 4,069,434.47 acres as compared with the acreage during the year ending June 30, 1897.

Mineral Patents.

Of mineral and mill-site patents 1,259 were issued, as against 1,086 for the fiscal year ending June 30, 1897, an increase of 174. Of coal patents forty-three were issued, as against thirty-two for the preceding year, an increase of 11, and included an area of 4,907.93 acres, as against an area of 3,606.59 acres, an increase of 1,301.34 acres.

In the number of original homestead entries there is shown an increase of 11,730 over the fiscal year ending June 30, 1897, and in the area embraced in such entries an increase of 1,754,267.77 acres. In final homestead entries there was an increase in number of entries of 2,166, with an increase in area of land contained in such entries of 73,810.84 acres.

The entire disposals of public lands show an increase of 614,780.26 acres as compared with the aggregate of disposals during the fiscal year ending June 30, 1897.

The total cash receipts show an increase of \$190,063.90.

Other Recommendations.

The following recommendations are made:

Recommendation renewed of an enactment for the compulsory attendance of witnesses at hearings in contested land cases before the local land officers.

Recommendation of legislation for disposing of coal lands in forest reservation.

Of repeal of timber law of June 3, 1878, and August 4, 1892.

Of withdrawal of lands chiefly valuable for timber for forest reservations.

Of general law for the protection and use of timber on unsurveyed lands.

Of increased force of special agents to protect the public timber.

Klondike Output \$8,000,000.

SEATTLE, October 20.—The receipts of the Seattle assay office and the San Francisco mint of the clean-up of the season's output of Klondike gold are \$8,000,000. Superintendent Wing of the former said that his office had taken in \$4,400,000 and the San Francisco mint \$3,600,000. Besides this, it is estimated that dust equalling \$500,000 was sent to Philadelphia, Denver and Helena. The local assay office has advices of a single consignment of \$663,000 now en route here. *Star. Oct 20. 1898*

Washington Star
SURVEY OF ALASKAN COAST.
Oct 24. 1898.
It Adds 2,500 Miles to the Territory of the United States.

The discovery of 2,500 miles of additional territory of the United States on the Alaskan coast and of a new channel for Yukon-bound vessels, which will minimize distance, time and danger, is officially reported to Superintendent Pritchett of the coast and geodetic survey by John F. Pratt, the assistant in charge of the expedition which has been working in those waters.

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ALASKAN FARMING

Efforts Being Made to Better the Condition of Affairs.

STUDYING CLIMATE AND RESOURCES

Large Tracts of Land Are Suitable for Cultivation.

RAVENOUS MOSQUITOES

Written for The Evening Star.



THE MOST INTERESTING traveler who has lately returned from our arctic possessions is Dr. Walter Evans, some time ago commissioned under special act of Congress to survey the climate, soils and economic plants of Alaska. Uncle Sam is anxious to establish experimental farms in the territory to teach the population how to cultivate their own food and better their condition through their digestive systems. Dr. Evans has, part of his time, been prospecting for these farms, and has had many novel experiences.

The summer was spent in a tent along Cook's Inlet, where was found more land capable of cultivation than elsewhere in the coast region. A great part of the time his sole companion was Special Agent Ball, sent this year to establish weather bureau stations in the territory. In the future these new stations will make uniform measurements of rainfall, temperature and barometer and report them to Sitka, now the headquarters of the weather bureau's new arctic system. Hitherto no official data as to the climate of Alaska have been collected.

The greater part of the doctor's camping was done at Kusslof, considerably north on Cook's Inlet. Here is located a salmon cannery, where 200 men, mostly Chinese, Swedes, Norwegians and Americans congregate during the fishing season and comprise the entire population. There was formerly an Indian settlement here, but two years ago it was entirely wiped out by an epidemic. Across the inlet and in sight of Dr. Evans' tent were three volcanoes, Illiamna, Redoubt and Chinabura, the last named on an island to the south. Illiamna was smoking during the whole of the summer, during which time the doctor experienced several very violent earthquakes, one causing a tidal wave on the inlet. He learned that earthquakes are prevalent in the region every summer, the three volcanoes visible being only a part of a chain reaching to the end of the Aleutian archipelago and including a dozen or more smoking craters.

Bloodthirsty Mosquitoes.

Dr. Evans took some elaborate notes as to the insect population of the regions visited. A complete collection representing these has been brought home and submitted to an expert entomologist. Insect life was found to be extremely numerous in specimens, but not in species. Mosquitoes bound everywhere and have characteristics which may well imbue the hearts of their Jersey relatives with envy. The inhabitants report that it is common in winter to see them emerge from the bark of firewood after the snow from upon it has been thawed out indoors. They are also seen in great swarms gliding about, as if flying, on the ice of the glaciers. But mosquito story following eclipses any hitherto hurled against our common sense by tongue or pen. The Alaskan mosquito must be awarded the laurels of stency as well as for hardihood. It reports that part of the time his tent with one Studley, a glishman, and a daring hunter of game. One day a Seey were at the game. The hunter waited, and the hunter's son, a not

his bill deep into his hand and then halved his body with a pair of small scissors. But all of the insect's attention was concentrated upon his fore end. So greedy was he that he did not become aware of any absence of his hindmost extremity until after he had pumped away a good proportion of the hunter's blood and left it dripping from his hand onto the floor. Then, finding himself fairly wading in gore, he looked around, toppled over and gave up the mosquito ghost. According to the doctor he and his adventurous friend often repeated the experiment, but not without considerably taxing their systems, and he is waiting to perform similarly upon denizens of the mosquito haunts of this zone. Dr. Evans also encountered blowflies in great profusion, and says that were it not for these and a certain beetle it would be impossible to live in the neighborhood of the Alaskan salmon canneries. These insects perform an important office in clearing away the salmon refuse.

A Native Ceremony.

The doctor further described a grotesque ceremony which he observed while passing through Sitka, on his return. The occasion was a jubilee in honor of the triumphal homecoming of some hair-seal hunters who had enjoyed extraordinary luck. After the natives, painted and decorated with rugs and masks, had indulged in a fantastic dance in front of the "ranch," or Indian quarter, they ran about wildly, exchanging gifts on all sides, regardless of the utility of the thing given or their opinions of those upon whom bestowed. One fellow went about with an armful of stockings, handing them indiscriminately to men and women, each of whom received only one. Another, who had paid \$72 for a dozen blankets, made them worthless by tearing them into narrow strips and distributed these, one at a time. Over a hundred bolts of calico were bought and disposed of similarly, and the increase of business at the stores on account of the performance amounted in that day to over \$2,000. This is the Alaskan's idea of having a whooping good time.

Witchcraft is still believed in by these people, according to further facts confided to the writer. The report came to Sitka that the Indians up at Yakutat were growing uneasy over certain superstitions and were preparing for a witch hunt. The governor, judge and marshal, who evidently appreciated the seriousness of the report, boarded the gunboat stationed at Sitka and hurried up the coast. They discovered that the natives had caught the object of their suspicions and had arrangements made to beat her to death. The sight of the gunboat, however, put an end to the festivities, since the natives are in uncommon dread of a vessel of war. Witch-beating, Dr. Evans says, is performed in Alaska with what are known as "devil's clubs"—slender, tough stems, which grow to be eight feet long and covered with long and sharp spines. The natives also beat themselves with these as an external treatment for rheumatism.

Experimental Farms.

The experimental farms which the government will establish are to be located at Sitka, Kodiak and Kenai, the place last named being near where the doctor camped this summer and to the north of Cook's Inlet. More may be opened in the interior next year. These reservations have been already surveyed and made exempt from the homestead regulations. Here object lessons will be given the whites as well as the natives. Dr. Evans says the former are as ignorant of the possible agricultural resources of the territory as the latter. During the summer up along the inlet the range of the thermometer was from 55 to 78 degrees. When the weather observation stations are well under way publication of their discoveries as to the mildness of the climate will attract to these regions many people who think they are frigid all the year round. The present large influx of whites to Alaska, as a result of the newly discovered mines, is expected, Dr. Evans says, to result in the discovery and development of the other rich resources known to exist. The development of the extensive quartz-ledge, as well as of the copper, coal and other valuable deposits, will result in a permanent population. Food for these people, with few exceptions, must all be shipped a thousand miles or more, unless the Alaskans are educated in agriculture. The fact that sea otter hunting is rapidly on the decline, and that few natives are being employed in the canneries, where Chinese are preferred, leads Dr. Evans to believe that there is no avenue open to the Alaskans except agriculture. That these natives are susceptible to civilization and elevation by contact with the superior races, he says, is shown by improvements which are taking place in their clothing and houses. They take readily to tools in the training schools.

Agricultural Resources.

Dr. Evans believes that much of the agricultural activity of Norway, Sweden, Finland, Scotland, Iceland and the Orkney Islands may be successfully reproduced in portions of Alaska. The climates, soils, topography, etc., of all the regions named are similar. The southwestern portion will offer good facilities for stock raising. The only drawback will be the providing of winter forage. In summer there are vast areas here of grass nearly as high as a man's head. In the interior the winters are colder and the summers hotter. In the lower Yukon region many gardens have already been established, especially by missionaries. The commercial companies have raised good vegetables along the Yukon further east than Circle City and near the Canadian boundary. Two years ago 3,000 pounds of turnips were raised by a woodman near Circle City. A large vegetable garden has been established opposite Dawson, in the Klondike region.

The white Alaskans now live mostly on potatoes, turnips, cabbages, lettuce, pease, radishes and rutabagas, as far as vegetables are concerned. The natives raise little else than potatoes, rutabagas, turnips and sometimes onions. They gather salmonberries, huckleberries, cranberries, currants and raspberries and preserve them in seal oil. The Thlinkets cultivate a plant which they call "koo," dry its underground bulbs and grind them into powder for making a sort of cake. They also eat the roots of the wild parsnip weed and drink a sort of tea made from the leaves of another wild plant. They also relish skunk cabbage, among other weeds, as a pot herb. The leaf stocks of the plant "heracleum lanatum" are peeled and chewed at irregular intervals, taking the place of our peanuts or foods eaten more for pleasure than nutrition. Unless this luxury is well peeled the mouth becomes very sore from the hairs which the doctor says cover the entire stem. A very popular food of the natives is known as "thiakusk." It is made from a marine alga which grows on kelp. After storms or very high tides large quantities are collected and preserved. It is highly esteemed for stomach disorders, and is similar to the "sloke," "slokan" or "lavèr" used in the north of Ireland. The root of skunk cabbage also has a high reputation as a domestic medicine, as well as the buckbean. Dr. Evans believes that the use of native plants by the Alaskans has greatly diminished since the advent of the whites. The flour, sugar and other prepared food materials of the latter now mostly supplement the native diet of fish, seal oil and meat. San Francisco, of course, is the great market for all Alaskans, who have not been educated to understand that seed taken from a warm climate to a cold gives bad results, because the period of vegetation is greatly prolonged. Yet people continue to buy it in this way and become discouraged because it is not successful. The natural timber of Alaska, the doctor says, is sufficient to supply the territory for all time to come, if properly managed. The native grasses are especially valuable.

Under Cultivation.

Dr. Evans found the areas already under cultivation confined mostly to kitchen gardens raising the earlier and hardier vegetables. Lettuce, radishes, parsnips, carrots, potatoes, onions, peas, snap-beans, celery, turnips, cauliflower, cabbage, rhubarb and horseradish were seen flourishing. The supply of potatoes, however, is seldom enough to satisfy the demand and it is a question whether they ever mature in Alaska. In Cook's Inlet and on Kodiak Island the natives are growing a small round potato said to be the same now as a hundred years ago. During the Russian occupation oats, rye, barley and buckwheat were grown to a considerable extent, but there are now no traces of them in the fields of the present inhabitants. Yet in several preliminary experimental gardens oats, barley and flax were grown this summer. Dr. Evans brought specimens of these home with him. The barley is especially excellent. It was grown, with the others mentioned, near Sitka. The Alaskans now pursue the same methods of agriculture throughout the whole territory. The gardens everywhere appear neglected. Those of the whites are often no better than those of the natives. A crop once planted with great pains is allowed to care for itself. The result is usually a large and luxuriant crop of weeds. When Russia owned Alaska live stock was introduced in some parts. The small cattle of the Kenai peninsula, where one of the experimental farms will be located, are called Russian or Siberian cattle. A small island of the Chernabura group was well stocked with pigs, but in 1827 they were all engulfed by a tidal wave following a volcanic eruption on Unimak Island. Stock raising is now limited almost to milk cows. Yet at nearly every village some pigs and poultry are seen.

Hares are kept in semi-places. Upon the small island about Kodiak and Prince William's Sound there is springing up a promising animal industry. Blue foxes are being brought there and propagated for their furs. Persons willing to enter this industry may rent an island from the Treasury Department. The leasing costs \$100 a year. On each island must be placed a keeper and food to last over winter. During the mastication the foxes eat dried fish and seal meat. They burrow beneath the rocks and trees and need no housing. Extensive holdings on each island, however, are reserved for storing food and curing hides. Salmon carp will probably be introduced in the fresh water lakes of this region to furnish food for the foxes. The other native animals are fast decreasing. These are the white-tailed deer, moose, mountain sheep and bears. About the lakes behind the coast are the breeding grounds of vast numbers of ducks and geese.

JOHN ELFRETH WATKINS, JR.



READY TO START.

ACROSS SIBERIA

A Trip Over the Eastern Section of the Trans-Continental.

THE GREATEST RAILROAD SYSTEM

Frank Carpenter Tells About Its Construction and Cost.

WONDERFUL SCENERY

(Copyrighted, 1895, by Frank G. Carpenter.)



THE TRANS-SIBERIAN railroad is being pushed all along the line. Since the breaking out of the Chinese-Japanese war the work has been more earnest, and a large force of men are grading the routes and laying the rails as fast as possible. The original intention was that the road should be finished in 1905. The indications now are that it will be completed long before that time. In my last letter I described the city of Vladivostok, the Pacific terminus of the railroad. It was here that the first work was done in 1892. The present czar, who was then taking a trip around the world, had come across Siberia along the line of the proposed railway, and it was with great ceremony that the first stone of this, the greatest railroad in the world,

laying track, and the road is being pushed as fast as possible from Vladivostok to the west. It crosses great rivers, which have to be bridged, and it goes through some of the most wonderful scenery in the world. It skirts Lake Bikal, one of the biggest lakes in the world, the average depth of which is more than a mile. Near this lake the road passes through the mountains, and it has many tunnels and stone dikes. The mountains are of granite, and the work of construction will be very difficult. Throughout the whole central region and the west there is but a sparse population, and it is the same in the east. The workmen have to be sent from European Russia, and all of the rolling stock and



A Stop for Wood.

iron have to come from there. Some of it is shipped from the west. That for the eastern section is being taken around through the Suez canal by sea, and there is another lot which is shipped down into Siberia, I am told, by the Arctic ocean. The road is being constructed in the very best manner. The rails weigh eighteen pounds to the foot. The bridges are of wood, and the road is well ballasted. The greatest distance allowed between the stations is thirty-five miles, and it is proposed to equip the road with enough rolling stock to form three sets of army trains every twenty-four hours. The road is to be to a large extent a military line, and Russia will probably use it to satisfy her Gargantuan appetite for more territory. The stations are built of wood in the interior, though some of the larger ones are of stone. The depot at Vladivostok is a big two-story stone and brick building. It is well constructed, and it would be a respectable depot in the United States.

A Siberian Railroad Ride.

I shall never forget my ride over the eastern section of the Trans-Siberian railroad. I had my permit from the chief of police, and through this I was able to buy a ticket to Nikolsk, which is about seventy miles from Vladivostok. Only third-class trains were running, and these had been opened to passenger traffic only a few days before, and so I practically took the first trip over the new route. I was accompanied by a bright young Japanese, Mr. Koboto, who spoke Russian and English, and who acted as my interpreter. I was living on board the steamer in the harbor, about three miles from the railroad. The train started at 11 p. m., and a great storm came up about 6. The harbor was full of white caps and the waves ran high. The wind was blowing, and a cold, misty-sleet ran down into our bones like so many corkscrews as we left the vessel and started for the shore. I don't describe the severity of

could speak German, I had to answer all kinds of questions. The cars which are now used on the road are more like those of Europe than of the United States. They are only third and fourth class, and they look more like box cars than palace coaches. The first and second-class cars will undoubtedly be good, and there will probably be a Pullman car running over the line when it is completed. At present the accommodations are anything but luxurious, and as I lay on that board shelf and was carried along at the rate of perhaps fifteen miles per hour, I thought of the Pennsylvania Limited between New York and Pittsburg, with its library and sitting rooms, and as I looked at the candle which shone out of the lantern above me, and which formed the only light of the car, I compared it with the wonderful electric light system of the Chicago, Milwaukee and St. Paul railroad, where the light is set into the back of your berth, and where, by moving a slide, you can make your berth as light as day at any hour of the night. As my bones ground holes into the wood, I thought of the good beds of the Canadian Pacific, over which I had ridden in going to Asia, and I longed for the railroads of our own civilized land. The air was stifling and ill-smelling, and the fifty-odd people whom we had in the car seemed, on the whole, to be rancid, and I was glad when the guard gave me a rude jerk and told me to get up for Nikolsk.

A Queer Siberian City.

Nikolsk is one of the biggest towns of interior Siberia. It is a great military center, and it has vast areas of rich land surrounding it. The soil is as black as your boots, and it makes me think of what Senator Ingalls said about the fertility of Kansas, which is, according to him, so rich that you can poke your arm down into the ground up to the shoulder and pull out earth in your fist which is as rich as guano. A great deal of wheat is raised about this point, and the Russians have established great steam mills for the grinding of food for the soldiers. I visited these mills during my stay. Their machinery had been imported from Russia, and it was of the latest modern make. We passed many barracks, and we saw soldiers on guard everywhere. There were, I judge, about ten or fifteen acres of buildings connected with the mills, and the workmen seemed to be Chinamen. The land about Nikolsk is being settled like Russia. There are villages which own a great deal of land in common, and they sell their grain to the government. The town itself has a number of stores and business blocks. The houses are of wood, and they made me think of our western frontier towns. We stopped at the hotel, which was run by a Chinaman. It was just daybreak when we arrived, and we asked for a room. He said he had none vacant, and, pointing into the billiard room, I saw four Russians with their boots on sleeping on the tables. I asked for breakfast, and after a time was given some fried eggs, smoked salmon and a cup of tea. The tea was served in a glass, and we had a big brass samovar, or Russian teapots, on the table. After breakfast we took a ride through the city. The roads were as muddy as those of a swamp, and the streets were about two hundred feet wide. On the edge of the city there were a number of dugouts, which were inhabited by Chinamen, and we found the Chinese everywhere.

On the Edge of China.

This city of Nikolsk is not far from the Manchurian border, and it was once a great Tartar capital. There is now an immense wall inclosing a space at one end of the town, and this was the wall of the great Tartar city of the past. The probability is that Russia will gradually move her boundary line further south. As the boys say in playing marbles, she is always "inching" on her neighbors, and I heard a queer story of how the Russians got a big slice of Chinese territory a few years ago. There was a dispute about the boundary line, and the Russians had moved the line down so that it included a vast amount of good Chinese soil. A war was imminent, and the Chinese, as usual, wanted to settle matters by compromise. The Russians consented, and they drew a line on the map showing the territory they wanted. The Chinese threw up their hands in horror, and said they could not possibly allow them so much as that. "All right," said the Russians, "we will take less," and they then showed them another map, which was made on a smaller scale, but in which the amount of territory taken was the same. The Chinese looked at it and did not perceive the cheat. They made a treaty according to this map, and the boundary between China and Russia is today. The way the Russians work is to colonize the country close to the line of China and gradually move southward. They



At a Railway Station.

is the first there on the 10th of May, 1891.

See Page marked Across Siberia

EXECUTIVE ORDER REMOVING THE RESTRICTIONS PLACED HERETOFORE UPON THE IMPORTATION AND SALE, IN THE TERRITORY OF ALASKA, EXCEPT THE ISLANDS OF ST. GEORGE AND ST. PAUL, OF BREECH-LOADING RIFLES AND SUITABLE AMMUNITION THEREFOR.

1896.
Department Circular No. 164.
Division of Special Agents.

Treasury Department,

OFFICE OF THE SECRETARY,

Washington, D. C., December 2, 1896.

The following regulations are prescribed under the authority of section 14 of the act of May 17, 1884, entitled "An Act providing a civil government for Alaska," and section 1955 of the Revised Statutes:

1. All restrictions and prohibitions heretofore placed upon the importation into the Territory of Alaska of breech-loading rifles and ammunition therefor, and the sale thereof within the said Territory, except as hereinafter provided, are hereby removed.
2. Permission is granted hereby for the introduction into Alaska Territory of breech-loading rifles and ammunition therefor, and for the sale of such articles within said Territory, in the same manner as articles of merchandise upon the importation and sale of which no restrictions have been placed.
3. The foregoing provisions shall not affect existing restrictions upon the introduction and use of firearms and ammunition upon the Islands of St. George and St. Paul, Alaska, which restrictions shall remain in full force and effect as though this order had not been issued.

J. G. CARLISLE,
Secretary

APPROVED:
GROVER CLEVELAND.

KILL OFF THE SEALS.

Seattle Post-Intelligencer

Sheldon Jackson's Remedy for

Bering Sea Trouble.

May 19, 1895

SOURCE OF NEEDLESS EXPENSE.

He Says the Canadians Are Stealing

Them All Anyhow and Protection

Costs \$1,000,000 a Year.

Sheldon Jackson, United States general agent of education in Alaska, who has come into considerable prominence because of the fact that he is solely responsible for the introduction of the reindeer in Alaska, arrived in this city from the East Thursday evening and, in an interview with a Post-Intelligencer reporter yesterday afternoon, stated that he was strongly in favor of the United States government killing off every seal at the Pribilof Islands this season, thus bringing to an end the great international trouble which has continued for years and which has cost the United States many million dollars.

"I must say," said Mr. Jackson, "that I favor such a policy and it is the only way that our government will ever get anything out of it. At present it costs about \$1,000,000 a year to keep a fleet of vessels in northern waters and what recompense do we get? I stated while I was in Washington City that it would be the best move we could make to have every seal killed off this season. If that were done, the government would have a lot of money turned into the treasury, but if things go on as they have been going on for a long time the Canadian poachers will have every seal and we will have what—why simply a big hole in the treasury. It is an actual fact in my mind that we are pursuing a wrong course in this matter and, while I don't believe that the advice I give will be followed, I do believe that it would be the only correct thing to do. It is not the American poachers that we have to fear so much, but the Canadians. If an American vessel is caught poaching, she is seized, and the American government does not pay her owner any indemnity, but if the American fleet seizes a British vessel we confiscate it, and by an international court the owners are awarded damages. Consequently you will find that Americans go north and employ British boats to poach for them.

"I have been in Alaska for a good many years, and during the past six years have noticed a remarkable decrease in the herds on the Pribilof Islands. No; I believe that the suggestion I have made will not be put into effect, because somehow I feel that the American people—my people—have not sense enough to do it. You can rest assured, however, that the British will look after their interests, as they

always do. England will bulldoze whenever the opportunity presents itself, and is always making some sort of a fight for the possession of land. If she can't win by fair means, she will swing in by a foul. "As to the Alaska boundary question, I will say that there will be trouble if things don't come out as they should. The trouble which we are having with England over it should never have occurred. England has no right to it but, in her bulldozing way, she imagines that she has and will fight to the last. Unless we also show fight you can depend upon it that she will have that which she is after. Her claim is a very unjust one, and the people who are acquainted with the facts know it.

"As to the reindeer station, which the government has located at Bering straits, it means much to Alaska, and when the country is opened up the reindeer will play the leading part in the fast development of it. At present we have a herd of about 800, and they are on the increase. We still purchase them from Siberia and raise a great many at the station. Last year we gave the Congregationalists, who have missions at Alaska, a herd of over 100, and this season we expect to give the Catholics and the Lutherans a herd each. We would like to introduce a few on the Yukon, but I hardly think that we will be successful for some time yet."

Mr. Jackson has been in charge of the reindeer station since he established it in 1891, and always made his headquarters at the station. This year, however, he will live at Sitka, as he has much work to do in Southeastern Alaska. His assistant, William Hamilton, will have charge of the station. Mr. Jackson has been in Alaska since last November and spent

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PENSION COMMISSIONER.

Public Ledger
A REPORT THAT H. CLAY EVANS HAS
RECEIVED THE APPOINTMENT.

Public Ledger
SELECTION FOR GOVERNOR OF ALASKA

REV. S. HALL YOUNG, A PRESBYTERIAN
CLERGYMAN, OF WOOSTER, OHIO.

MISSIONARY THERE FOR 10 YEARS

A PENNSYLVANIAN FOR SECOND AS-
SISTANT POSTMASTER GENERAL.

SPECIAL TO THE PUBLIC LEDGER.

WASHINGTON, March 11.—The semi-official announcement that the President will be in no hurry in making appointments has had the effect to diminish the number of visitors at the White House. To-day there were com-

Governor of Alaska.

There is also a report that Rev. S. Hall Young, a Presbyterian clergyman of Wooster, Ohio, and Professor of Biblical Literature at Wooster College, will be made Governor of Alaska. Mr. Young was a missionary in Alaska from 1878 to 1888. The first six years of his residence in the Territory there was no established civil government, and he devoted much time to driving out slavery and witchcraft, both of which prevailed among the Indians. He also explored Southeastern Alaska, and while doing so travelled over 15,000 miles. All the schools of the Territory were established by Mr. Young, and the first church was erected and the first printing press set up by him. He has always manifested the deepest interest in the welfare of Alaska, and is thoroughly qualified to successfully perform the duties of Executive.

To Be Governor of Alaska.

Special Dispatch to The Evening Star.

CLEVELAND, Ohio, March 11.—Rev. S. Hall Young, pastor of Westminster Presbyterian Church of Wooster, Ohio, and professor of biblical instruction in Wooster University, has received assurance that he will be appointed governor of Alaska. Mr. Young was a missionary in Alaska from 1878 to 1888. During the first six years of his residence there there was no civil government, and he devoted his time to driving out slavery and witchcraft among the Indians. He spent much time in exploring southeastern Alaska, and traveled while engaged in this work over 15,000 miles. He established about all of the schools and missionaries in the territory, and built the first church, besides setting up the first printing press. Rev. Hall Young was the secretary of the first territorial convention, and has always taken a deep interest in the affairs of Alaska. He married Miss Fannie Kellogg, a teacher in Sitka.

Washington D.C.
March 11, 1897
The Washington Post Co.,

Washington, D. C.

Pennsylvania Avenue, near Fourteenth Street.

FRIDAY, MARCH 12, 1897.

The Cincinnati Enquirer of Wednesday prints a special from Wooster, Ohio, in which it is stated that Rev. S. Hall, the pastor of a Presbyterian church in that town, has been tendered the position of Governor of Alaska, but that he has received no word of his appointment. The presumption is that Brother Hall will accept when he is officially notified, as the dispatch also states he is a native of Ohio.

STARTING FOR THE YUKON.

New York Sun Dec 25
SEATTLE STEAMERS ARE CROWDED
WITH GOLD SEEKERS. 1897

The Tide of Travel Has Set In Earlier Than Was Expected—About 100 Vessels Will Engage in the Alaskan Trade Next Year—500 Men Left Dawson for Fort Yukon Last Fall.

SEATTLE, Wash., Dec. 24.—The tide of travel has again set toward the north and steamers sailing from Seattle are crowded with gold seekers bound for the Yukon. At the regular steamship offices they report the bookings of freight and passengers as ahead of anticipations, and in some instances freight has been refused. The general impression among the transportation companies was that business would not open before the middle of January, but it has come with a rush a month earlier. The older companies have more than doubled their capacity, employing ten steamers on the inner route, while several new companies have been organized with vessels to the number of fifty or more and contracts have been let to local shipbuilders for twenty steamboats and twenty-four steam barges suitable for the Yukon River trade, to be completed ready for use on the opening of spring navigation. Conservative estimates place the number of vessels of all descriptions to be engaged in the Alaska trade this summer at one hundred. This does not include transports, schooners, sloops, and smaller craft engaged in prospecting and other business along the Alaskan coast.

It is the belief of the transportation companies that they will be amply able to handle the business, although it is anticipated that from 75,000 to 100,000 men will outfit in Seattle. It is estimated that there are now in this city 7,000 strangers who have come here for the purpose of outfitting and getting to the Klondike and other points on the Yukon.

The steamer City of Seattle, which made the round trip between Seattle and Skagway in ten days, the quickest on record, brought down three through passengers from Dawson, who left that place on Nov. 1. Up to that time 500 miners had left Dawson for Fort Yukon in order to relieve the food pressure at the former place and to avail themselves of the surplus at Fort Yukon. The meat supply at Dawson has been largely increased by the slaughter of cattle that had been driven over the trails. The meat was lying frozen in the warehouses. The weather up to the time of the departure of these men had been comparatively mild, the coldest being 20° below zero. They were forty days making the trip from Dawson to Skagway, and came through without any trouble. They estimate that they travelled 900 miles. They went into the country in July, and succeeded in making a location and bringing out \$1,000 in gold dust, and they propose returning next month. Four more steamers are due to arrive from Alaskan ports to-night.

TACOMA, Wash., Dec. 24.—Three men who arrived to-day from Dawson say there is no danger of starving there this winter. About 1,000 men had left since Sept. 1, most of them going to Fort Yukon. Their departure and the arrival of several parties with cattle and sheep have greatly relieved the food situation. To-day's arrivals are D. P. Quinland, John Denny, and W. S. Gardner.

Quinland declares that with two warehouses full of frozen beef and mutton he does not believe any one will go hungry. They report that over one hundred men are now en route out and that the trail is in good condition. They think properly equipped expeditions will reach Dawson this winter with little trouble. Dogs are now worth \$150 to \$200 each in the interior. Candles sell for \$75 per box of 120.

Quinland reports a rich gold discovery on Quartz Creek, a tributary of the Indian River, running almost parallel with Sulphur Creek. Surface indications were very rich in September. He secured a claim for which he refused \$1,000 before it was tested. Near White Horse Rapids another rich strike has been made by two Englishmen. They have reached the coast with nineteen and three-quarters pounds of gold in dust and nuggets. This was the result of eleven weeks' prospecting, but the entire amount was taken in a few days.

KLONDIKE RELIEF PLANS.

Pack Mules to Be Used to Carry Supplies if Reindeer Cannot Be Got Here in Time.

WASHINGTON, Dec. 24.—Lieut. D. B. Devore of the Twenty-third Infantry, who will sail from New York to-morrow for Norway, with Dr. Sheldon Jackson, the Government reindeer expert, has been directed not to purchase the 600 deer to be used to transport supplies to the Klondike if he cannot get them to New York by Feb. 15. To prepare for this contingency, 100 pack mules will be sent to Vancouver for transportation to Dyea, Alaska.

Capt. Brainard of the Commissary Department of the army will secure food supplies for the starving miners and have it at Vancouver, ready for shipment to Dyea with the mules, as soon as word is received that the reindeer will not be landed in this country within the specified time. It is probable that oxen will also be sent to Dyea for hauling purposes. Major Rucker, who has started for Dyea, will make preparations for hauling the provisions over the Chilcoot Pass, so that the deer will be spared that heavy work. Oxen are believed to be best adapted for that purpose.

They Will Work McLeod's Gold Finds.

VANCOUVER, B. C., Dec. 24.—Dan McLeod, whose story of a very rich find of gold gravel this side of the Yukon was discredited here, has attracted the attention of moneyed men here. Col. Denville has organized a company, which will send fifty men to the alleged find in the early spring. A great many cattle and adequate supplies are being purchased for the expedition. All the claims are to be staked, and McLeod is to get 25 per cent. of the profits. His story is now believed here. McLeod says he found the gold a year ago and has been trying ever since to induce capitalists to invest.

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ELECTRIC LIGHTS IN CHURCHES.

The Objections to Their Use in Roman Catholic Churches Overruled Long Ago.

The use of the electric light is no longer a
WASHINGTON.
FRIDAY.....May 28, 1897.

MIDWINTER ALASKAN TRIP

**Experience of Explorers With Thermometer
Registering 75 Below.**

**Men Stood the Ordeal Better Than the
Dogs, Who Had to Be Warmed**

Back Into Life.

William A. Kjellmann, superintendent of the reindeer station at Port Clarence, Alaska, made a thousand-mile journey with trained reindeer in December, and the United States bureau of education has just received a report of the expedition from the Industrial School at Port Clarence. Superintendent Kjellmann left Port Clarence December 15 with nine sleds, seventeen reindeer and two expert Lapp teamsters, his purpose being to explore that part of Alaska lying between Bering straits, the lower Yukon and the Kuskokwim rivers, and to demonstrate the practicability of communication between Arctic Alaska and civilization, even in the depth of winter. December 22 the Swedish-Lutheran mission station at Golovin Bay was reached, five days having been spent in exploring the region between the Goweerok and Fish rivers. The reindeer herd at Golovin Bay was found to be in splendid condition and well cared for. December 30 the frozen waters of Norton sound were crossed; hummocky ice was encountered; here and there the ice was very thin and the way had to be chosen with great care.

January 1 the party arrived at the mission station of Unalaklik. Here the provisions left last summer by the United States revenue cutter Bear for the projected exploration were received. The country around Unalaklik is reported by Mr. Kjellmann as exceptionally adapted for reindeer herding; there are sheltered valleys, dry pasturage, heavy timber for buildings, birchwood for sled and canoe-making and driftwood for fuel. At Unalaklik Mr. David Johnson joined the party.

Thermometer Registered 73 Below Zero.

The journey between the trading post of St. Michael and the Russian mission at Igogmut, on the Yukon, was a most arduous one. Barren mountains, whose rocky sides had been swept bare, but whose ravines held deep snowdrifts, had to be crossed, the icy waters of mountain torrents had to be forded; sometimes a way through the tangled undergrowth had to be made with axes. The cold was intense, the thermometer registering 73° below zero; but even then the men found their fur clothing sufficient protection and rested comfortably in sleeping bags of reindeer skin. On the mountains a blizzard was encountered; the wind was too strong for the reindeer to stand up, and the men also had to lie down flat and let the blast sweep over them for hours.

Mr. Kjellmann's report was dated February 12, at the Moravian mission station at Bethel, on the Kuskokwim river. The distance traveled, including detours, was about 950 miles. His intention was to return to headquarters at Port Clarence through another section of country, following the Yukon as far as the Roman Catholic mission station at Nulato, then turning westward to the Norton sound region.

Reindeer moss (*Cladonia Rangiferina*) had been found in sufficient quantity along almost the entire route, although at one time, when stormbound on the mountains, the deer were thirty-six hours without food. However, the hardy animals suffered no permanent injury from this long fast, and their skins, thickly covered with long hair, enabled them to withstand the intense cold.

From Bethel, Mr. Johnson, carrying the mail, proceeded south with dog teams, his objective point being Katmai, on Shellikoff strait, where it is possible to communicate with the mail steamer between Sitka and the Aleutian Islands.

Warmed Dogs Into Life.

On the mountains just before reaching Katmai one of Mr. Johnson's dogs was frozen to death. In order to save the remaining ones, a large hole was dug into the side of a snowdrift, the ten dogs that seemed to have a little life in them, but "stiff as poker," were pushed into it, and Mr. Johnson and his native assistants sat on the cold bodies of the dogs and warmed them into life.

At Katmai Mr. Johnson went on board the mail steamer for Sitka. This successful trip proves the practicability of communicating with Arctic Alaska even in the depth of winter. The route followed was the one recommended by Dr. Sheldon Jackson in his report on the introduction of reindeer into Alaska, 1894.

GOING TO ALASKA.

Need of an Agricultural Station There to Be Ascertained.

The Secretary of Agriculture has designated a board, of which L. Killen of Oregon City, Ore., chairman of the board of regents of the Oregon Agricultural College, and Botanist Evans of this city, are members, to go to Alaska to investigate the need of an agricultural experiment station in that territory and to secure data incident to the establishment of such an institution. The party will sail, from Tacoma June 8.

Suffering in Alaska.

Dr. Sheldon Jackson in Washington Star: On the trip to Alaska from which I have just returned I had an opportunity to make personal note of some of the hardships and terrors to which the natives of our arctic province and the whalers in far northern seas are exposed.

During the early part of this summer five whaling vessels were lost in Alaskan waters. Three of the disasters were not accompanied by loss of life, but the fourth catastrophe resulted in the drowning of more than a score of sailor men. The survivors escaped in boats and floated about from island to island of the Aleutian chain for a month, much of the time having nothing to eat but seaweeds, which, even with the best cookery, do not afford the most luxurious fare. The men in one boat were in such distress before they were rescued that they turned cannibals and ate up two of their number who had died.

At Point Barrow, which is the most northerly point of Alaska, there are two whaling stations on shore. The men occupying these stations try to capture some of the whales that pass by in the spring. Last June three whaling boats belonging to one of the stations were driven out to sea in a gale. Two of them succeeded in regaining the shore, but the third was crushed in the ice. On board of the crushed boat were two men, a woman, and boy. They took refuge upon a large fragment of an ice-field, which was driven seaward. After a while the fragment was broken up and they sought safety on other pieces of ice. Finally, after being out upon the ice for sixty-one days, they got back to land, 100 miles south of the place whence they had started. During a part of the involuntary voyage they had no water and for eight days they were without food. At Point Hope a young Eskimo, while out hunting for seals, was swept to sea on an ice-cake. Luckily for him, after a few days the wind changed and brought him back to shore. While floating about he lived on the flesh of three polars which he shot.

During July and August of last year Point Hope was visited by a frightful epidemic of bronchitis. Going through the native village one afternoon, Dr. Driggs, the missionary, found an old man out in the rain, dying. His family had put him out of the house so that he might not die indoors. Close by on the ground was a dead woman, with a piece of tent cloth thrown over her. Hearing a moan from under an adjoining cloth, he lifted it, and found a sick child clinging to its dead mother. On a piece of ground a few feet square were five corpses. Three-fourths of the adult population were sick, and one out of every six died. There were not enough well people in the village to bury the dead, and the corpses were left outside of the houses, to be eaten by dogs. Human bones were scattered through the village when I left there, some of them whitening in the stagnant pools from which the people procure their drinking water.

THE MAIL AND EXPRESS.

Broadway and Fulton St., New York

SATURDAY EVENING, NOV. 13, 1897.

The Real Hero of Alaska.

The return of Dr. Sheldon Jackson, the United States General Agent of Education in Alaska, and the near approach of his annual application to Congress for funds with which to carry forward his work for the ensuing year, should lead to a far greater public and Congressional

interest in his efforts than they have hitherto been able to command. When the history of that vast territory in the frozen North shall have been written by the light of an assured development, the figure of Sheldon Jackson will loom heroic in its pages, as one whose broad humanity, willing self-sacrifice, indomitable determination and Christian faith made him a pioneer of civilization in a land which all save his few devoted lieutenants shunned till the greed of gold led them to face rigors and perils far exceeding those embraced in the appeals of the gentle and daring missionary.

The work of Dr. Jackson, begun a decade ago in the face of most discouraging circumstances, was long regarded by the general public as the sentimental undertaking of a visionary. Our statesmen at Washington, who saw no likelihood of making political capital out of the new and barren Territory, turned an unwilling ear to the request for funds, when they did not sneer. Dr. Sheldon Jackson was voted a bore by Congress; and not until private aid had enabled him to demonstrate in a minor way that it was possible to recreate the conditions of life in so remote and unpromising a region, did he succeed in augmenting appropriations which are still woefully inadequate for the fruition of his plans.

Despite the outrageous neglect of this courageous missionary, who has forced the recognition of the government and now enjoys the protection of association with the Bureau of Education, he has proved himself far wiser than those who regarded him askance. His assertions regarding the possibilities of the Alaskan Indians and settlements have been vindicated. He has proved the extreme sensibility of the natives to civilizing and educational influences, and the value of their friendship and co-operation in commercial development. He stubbornly insisted upon the introduction of the Siberian reindeer as the crying need of the hour, until he carried his point. It is long since he declared that Alaska, save in the northern latitudes, possessed agricultural possibilities which should be investigated and encouraged by the government in the interest of the Territory and of the Nation which had assumed responsibility for its condition. In this, too, he was ignored—yet this is precisely what the government has now done, since the Klondike craze has led to great privation and a demand for some means of local relief.

Throughout the past decade Dr. Jackson has proved not only his right to high rank in the missionary world, but the possession of a statesmanship and economic wisdom more far-seeing than those of his critics in Federal affairs. His time has come to meet Congress with a plea that is a command. He stands among the gold hunters as a giant among the pigmies. His name will always head the list on Alaska's roll of honor.

New York City Press May 1st 1899.

IN THE WHITE NORTH.

How the Esquimaux Live in the Frozen Arctic Region.

In all the years since the exodus from Lapland the Behring Strait Esquimaux has clung to his primitive customs. He still lives in tents, though whereas formerly they were made from walrus hides or deer skins, in recent years he has substituted the more convenient drill or canvas, obtained from the whalers or trading stations. Six months, from May to October, he moves about the coast, fishing, hunting or wholly idle. The other six months are spent in his barabaras or dugouts. In April, when the ground with which his hut is covered on side and top begins to thaw and drip, he again takes to his tent on the beach, and immediately makes preparations for his seal hunt, which provides him with the staple foods—seal oil, blubber and meat—besides fur for clothing and for barter with the whaler.

Sealing being over, he returns home and engages in fishing until whalers and other ships collect at Point Spencer, some time in June or July, when he again launches his omiak and departs for that place. Here he stays until the ships leave, fishing, trading or enjoying a general good time. In accordance with his industry, he lays in a supply of sugar, flour, molasses, powder, lead, caps, knives, axes, needles, thread, &c. This done, he journeys into the lakes through Grantly harbor and finishes his fishing, returning home some time in October.

In these days an extended trading goes on among the Eskimos of the various districts. Deer skins and deer legs and sinews are brought over from East Cape in large quantities and bartered for red fox skins, in great demand on the Siberian side. Ogorooks, or large sealskins from the Kotzebue Sound, used for soles in the manufacture of their boots, are exchanged for powder, lead, tobacco and caps. Ivory and whalebone in great plenty comes from Indian Point and King's Island, and are traded off for tobacco, knives, calico, flour and the like. From Golovin Bay and Norton Sound come the mink, lynx, red fox, beaver and wolf skins, all in great demand among the Alaskans west and north of these two bays.

In the selection of a building site the strait Eskimo chooses a bank near the shore, with a gentle slope toward the south. Here he excavates, with his whalebone shovel, a place about ten or twelve feet square and about six feet deep. Level with the floor he digs a tunnel three and one-half or four feet square out to the hillside, and here he sets up a driftwood enclosure with an opening at the top large enough to admit one person at a time. In all the long winter months, when the snow drifts keep the subterranean resident confined for weeks at a time, but little snow finds its way through this opening. Moreover, as the heat rises to the top little of it escapes through the tunnel.

The room thus excavated is studded closely with driftwood, of which there is always an abundance; a rafter is placed at each corner, reaching to a square frame or skylight in the centre. This is covered with the intestines of seals or walrus, instead of glass. The spaces between the rafters are filled out with brush, whale bone, split logs or odds and ends of boards found along the beach. This thatch is covered with sod or loose ground, and the home is complete—a home, warm and comfortable, and one that offers no obstruction to the almost continual north wind from January to the middle of May.

As a rule no fireplace is found in these underground dwellings. But little cooking is done. The natives live on dry fish, stored up in summer, or on raw frozen tomcod caught through the ice by the women in the winter. This, with seal oil, blubber and seal meat, constitutes the entire diet. Knives, forks and spoons are unknown. The men find an excellent substitute in their first and second fingers, which they dip into the tray of seal oil and lick with gusto. The women use three fingers and the children all four.

For the young people of the family, or families—for they crowd into one hut as many as possibly can find sleeping room—a platform, six feet long, is constructed, the entire width of the room, midway between floor and ceiling. Here the boys and girls rest their limbs in months of slumber, the floor being reserved for the old folk. Upon entering the room the Eskimo carefully brushes from his clothing every particle of snow. Then, taking off his artiga, he sits nude to the waist, chatting until bedtime. Bedtime is any hour when the elders of the household feel like going to bed. When that time arrives, all clothing is removed and the family retire to their deerskins. Extreme filth troubles the Eskimo not at all. Vermin he rather likes than dislikes, although there is a limit to all things. When his artiga becomes unbearable he hangs it outside the hut on a cold night and the trouble is remedied.

The habits of these people vary considerably in different districts. Especially is this difference noticeable between the Alaskans living on the coast and those less fortunate confined to the islands. There is a distinct variation in appearance, habits, mode of building, construction of sleds and

manner of travelling, personal decoration and clothing. Whereas, on the mainland the Alaskans live in villages of one hundred or two hundred inhabitants, in separate, one-room, underground dwellings, on St. Lawrence Island, for example, and elsewhere in the Behring Sea, they live in large above ground huts of an oval or round shape, the interior of which is divided by walrus hides into a number of sleeping apartments. In the centre is left a large living room, used as well for storage. This room has a fireplace in the centre, and the square frame in the roof is made removable. The fire is made some time during the day, and when a desired temperature is obtained the still burning pieces of wood are thrown outside through the square hole in the roof; the smoke is allowed to escape and the fireplace in the floor is covered over with boards. Then no fire is made until the next day.

The growing importance of the Alaskan mines and the development of the country along the lines fixed by its principal industries have justified the experiment begun in 1891 by Dr. Sheldon Jackson of introducing the Siberian reindeer and instructing the Eskimos in the care of them. For long journeys across a desert of snow dog trains will not answer. Not only is their progress slower than is that of the reindeer, but they cannot carry, in addition to their own burdens, enough food for a long stage across country. With the reindeer it is different. After covering from fifty to ninety miles in a day—twice or thrice the distance to which a dog team is equal—the deer may be turned out at night to seek their own fodder under the snow. More than that, with such a reindeer herd as Siberia has, the natives of Alaska would have resource of food and clothing, of which they are now in so bitter need.

It was Dr. Jackson's experiment that was responsible for the writer's taking ship at San Francisco, June 4, for Alaska. He was bound for the United States reindeer station at Port Clarence, where he was to have in charge the breeding and care of the reindeer and the instruction of the natives. On the morning of July 9 the brigantine rounded Point Spencer and anchored in the harbor where the whaling fleet rendezvous. Fifteen miles more completed a journey of 3,185 miles, and brought the party, after thirty-five days' confinement, to the reindeer station. The adventure that introduced us to the country illustrates the superstition, as well as the vengefulness, of the ordinary native.

After all the supplies for the station had been lightered in, on the evening of July 17, we were aroused from sleep by the cry that our brigantine was drifting inland, forced by a heavy southwest wind. The best efforts of the sailors were of no avail. While from the shore came the noise of drums beating and natives yelling most horribly, our vessel was driven on the beach. We escaped as best we could, by means of a rope secured on shore by the anchor, and just in time, for as the last man got away the royal stays parted and the foremast toppled into the sea.

Next morning a sore-eyed Alaskan, with swelling chest, strutted bravely before us. He himself had done the mischief, he announced, and had asked of one of us on board ship a gift which had been denied. He had had his revenge. He was a big doctor. He had drummed us ashore.—Chicago Record.

THE PORTLAND LIBELED.

John Dillon Claims \$6,500 Damages for Alleged Injuries Received While Loading the Ship.

The steamship Portland, chartered by the North American Transportation Company, was made the defendant in a libel suit filed by John Dillon in the Federal court yesterday afternoon. Dillon is a stevedore who was struck by falling timbers while loading the Portland with lumber Wednesday night. He claims damages in the sum of \$6,500.

Deputy Marshal George W. Curtis served the libel last night and attached the steamer. W. M. Davis was placed in charge. Manager C. H. Hamilton, of the company, it is understood, will furnish the necessary bonds this morning, and it is believed that the steamer will get away promptly on schedule time.

Dillon alleges in his complaint that he was employed in watching the hatch while a crew of longshoremen were loading the steamer with lumber; that by reason of the negligence of the owners and officers of the steamer, the proper kind of apparatus was not furnished for the handling of heavy timbers; that four large pieces fell from the rope sling with great force to the deck, striking him in the back and causing severe injuries. The complaint was filed yesterday by Dillon's attorney, H. E. Snook.

The clearance papers of the steamer Portland, Capt. William Kidston, were taken out yesterday in the local customs house, and if the libel brought by Dillon is settled, she will sail today for St. Michaels. The Portland has a full cargo of general merchandise for St. Michaels, hence freight will be distributed to Cir-

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de City, Fort Cudahy, Dawson and other points on the Yukon river. Half the cargo is from Seattle, the other half being from San Francisco. On the manifest were noticed items such as machinery, beer, watches, rubber boots and provisions of all descriptions.

Following is a list of the passengers: Mr. and Mrs. Eli A. Gage, Mr. and Mrs. King, Mrs. Henderson, Mrs. T. C. Healy, Mrs. Jackson, Miss Healy, Mr. and Mrs. Bailes, Mr. and Mrs. J. E. Crane, Mr. and Mrs. C. B. Roberts, Rev. Sheldon Jackson, L. E. Shepard, Capt. George Hill, G. A. McLeod, William Cannon, C. F. Chapman, Thomas Rockwell, Mrs. D. Clark, Mrs. D. W. Davis, children and maid, J. W. Crow, John Goulett, J. L. Lippy, C. H. Lippy, G. H. Burke, Alexander Moran, R. S. Buchanan, W. M. Woodburn, L. W. Lippy, H. Holse, J. P. Carroll, P. Marshall, George J. Fisher, Capt. T. D. Mariner, Mr. and Mrs. Joseph Beaudreau, Mrs. J. A. Chute, Mrs. E. Orntz, Mrs. Coulriard, Mrs. Levereaux, Mrs. Bieler, Mr. Barrett, Mr. Stenger, Mr. Bertrand, G. J. Smith, O. O. Seven, Charles Palmer, E. S. Echols, F. H. McConnell, Arthur Chase, W. Pennfield, J. S. Mitchell and sixty steerage.

Still she made this run, shipping nothing but spray, and leaving a wake no bigger than a motor launch in the time stated—1:51. The return trip in 1:42½, was made with a heavy following sea, and with the wheel "racing" at times.

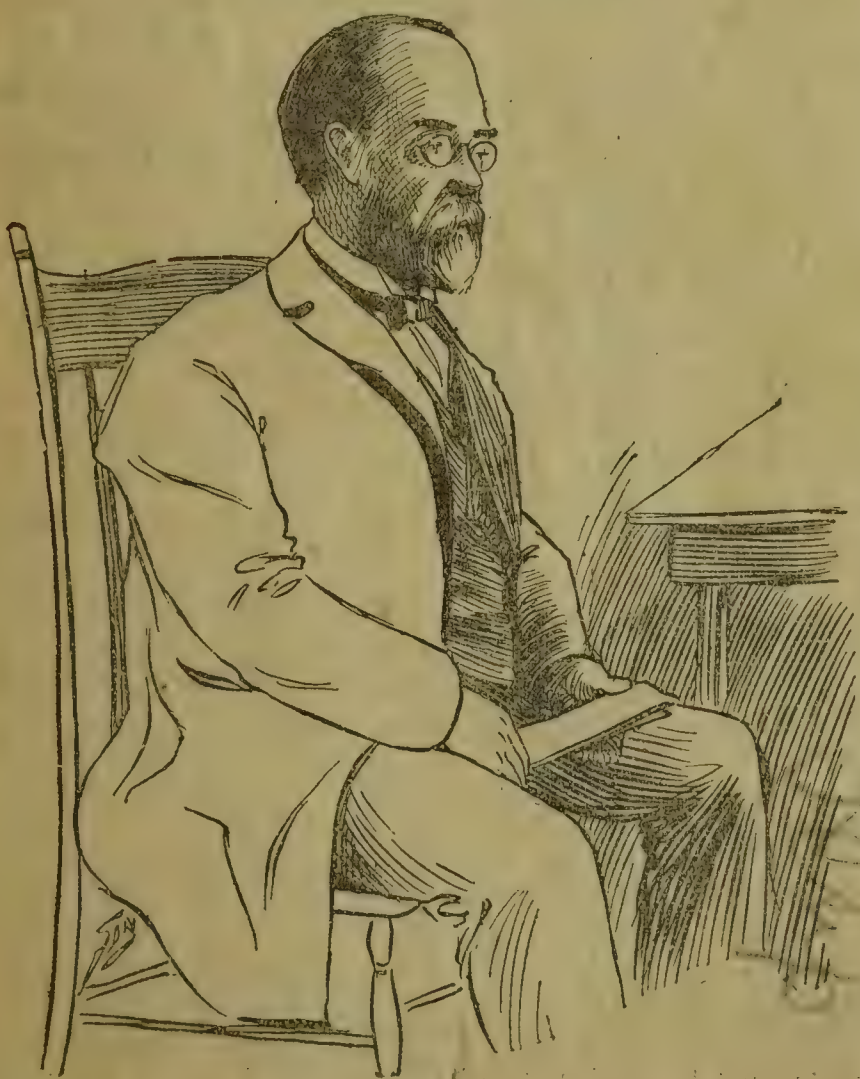
A HAZARDOUS VOYAGE.

Thirty-Six Ton Schooner Etna En Route to Alaska.

SAN FRANCISCO, June 11.—The Etna, one of the smallest schooners that has ever sailed out of San Francisco harbor, is going on a hazardous voyage to the Arctic Ocean. This little craft is a 36-ton vessel which was formerly a tugboat. She has been converted into a sailing vessel and will carry five men.

In October the Etna will be taken through Bering straits, to remain in the Arctic ocean all winter. Point Hope will be the destination. There the captain will let the schooner freeze in the ice and remain until next summer. During the winter trading will be carried on. Whaling or sealing will be tried again next summer and a second winter will be spent in the ice before returning to San Francisco.

REV. SHELDON JACKSON.



on the run preceding it she covered the same distance in 1:51, or at the rate of 32½ miles an hour. She is an open yacht and 90 feet long driven by a single three bladed wheel propelled by quadruple expansion engines of 800 horse power. The engines, boiler, screw and the hull, which is of mahogany, were all designed by Charles D. Mosher of this city, who also designed the fast yachts Yankee Doodle, Mada, Felseen and Norwood. He superintended the running of the engines in the run, which was a preliminary one. Upon her official trial, which is to take place in about ten days, it is estimated that the boat will travel between 38 and 40 miles an hour, for she carries much less steam than she can produce. To any yacht on a speed trial conditions were not more unfavorable. The wind blew dead ahead at least 25 miles an hour when the Ellide made her first run up the river. The seas were from 3 to 4 feet high and there was an ebb tide of quite 2 knots against her.

HELP FOR ALASKAN MINERS

SECRETARY ALGER URGING ON THE RELIEF EXPEDITIONS.

DR. SHELDON JACKSON GOING TO LAPLAND FOR REINDEER—HE DISCUSSES THE TRANSPORTATION PROBLEM—ARRANGEMENTS FOR PURCHASING FOOD—THRILLING STORY OF A WINTER JOURNEY.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Dec. 22.—Despite the fact that he is confined to his house by a severe cold, Secretary Alger's interest and activity for the relief of the suffering miners and prospectors in Alaska are increasing, and every suggestion

to hasten forward the means of relief is carefully considered. The activity and interest of the head of the War Department are naturally shared by all the officers of the Army, who have been or are likely to be called on for service in this emergency, and they are showing as much energy and zeal as they could display on the eve of an important military campaign in the field. Everybody concerned appears to realize that the inhospitable forces of Nature, which must be encountered and overcome before relief can be given, are even more formidable than any which a human foe could interpose to thwart and prevent the advance of an army. To get supplies into the Yukon country before the opening of inland navigation is justly regarded as the most difficult problem of all.

Secretary Alger seems to have become thoroughly convinced that the means of transportation on which greatest reliance can be placed are reindeer, and he has commissioned the Rev. Dr. Sheldon Jackson, who has been for many years and still is the general agent of education for Alaska, under the Bureau of Education, as a special agent of the War Department to proceed immediately to Lapland and procure six hundred broken and trained reindeer and secure the services of a sufficient number of experienced Lapp teamsters to handle and drive them. For this service sixty teamsters will be required. Dr. Jackson is splendidly equipped for the service required of him. It was due to his efforts that reindeer were introduced into Alaska several years ago, and he knows what they can do in that country. He is a militant Christian and as full of zeal and energy as he is of practical ideas. First Lieutenant D. D. Devore, Military Aid to Secretary Alger, will accompany Dr. Jackson.

The Secretary also held a long conference with Captain D. C. Brainard, who started for Chicago to-night on his way to Vancouver Barracks with full power to purchase all necessary food for the expedition. Captain Brainard will go to Dawson City and act as chief commissary of subsistence. Secretary Alger also ordered the pack train of the Department of the Platte shipped at once to Vancouver Barracks, and these mules will be used on the Alaskan trails to see if they do not surpass reindeer for heavy travelling. General Merriam gratified the War Department officials to-day by telegraphing that Major L. H. Rucker, 4th Cavalry, had already started under orders to reconnoitre the passes and trails near Dyea. Advertisements for concentrated food and other supplies will probably be issued by the Department to-morrow.

DR. JACKSON TALKS OF HIS TRIP.

Dr. Jackson will leave Washington to-morrow night, sail from New-York on Saturday, and waste no time in reaching the objective point of his journey. "It will not be an altogether pleasant excursion," he remarked to a Tribune correspondent to-day, "to go to Lapland and three degrees above the Arctic Circle in mid-winter, but I hope to make the trip a successful one." In Lapland Dr. Jackson will have the assistance and co-operation of William A. Kjellmann, a native of that country, who has been for several years superintendent of the Government reindeer station in Alaska, and who was sent to Lapland some time ago to induce a colony of his countrymen to settle in Alaska. He has recently been instructed to ascertain where and how many reindeer could be obtained in case it should be decided to send for them. Dr. Jackson hopes that the required number will be obtained and landed in this country by the middle of February, together with a sufficient number of trained and experienced Lapps to handle and drive them. They will be brought to New-York and shipped across the continent by rail as the most expeditious way to get them where they are needed.

In his annual report, which was transmitted to the Secretary of the Interior on Thursday, Dr. Jackson discusses the subject of Alaskan inland transportation and communication exhaustively and in a most interesting manner. Under the head of "reindeer freighting" he says in part: "The first thought of the miner in Central Alaska is to secure a good claim; his next thought is the question of food supply. With the exception of fish, a little wild game and a limited quantity of garden vegetables, there is no food in the country. All breadstuffs, vegetables, fruits and the larger portion of the meat must be brought into the country from the outside. A small quantity of provisions is packed on sleds, and on men's shoulders and brought over the passes of the Chilkat country in southeastern Alaska, to the headwaters of the Yukon. The great bulk of the food supply, however, is brought in on steamers plying on the Yukon River. These provisions are necessarily left in warehouses on the banks of the great river. But the miners, who are the consumers, need them at their claims, which are from ten to one hundred miles away from the river."

DIFFICULTIES OF TRANSPORTATION.

"Now, it should be remembered that there are no roads in Alaska as they exist in other portions of the United States. And, with the almost illimitable areas of bog and swamp and tundra and frozen subsoil, it will be impossible to make and maintain roads except at a cost which would be practically prohibitive. In summer the supplies are loaded into small boats, which are poled up the small streams or packed on men's backs to the mines. In winter they are hauled on dog sleds. This costs heavily. From Circle City to the Birch Creek mines, a distance of about fifty miles, the freight is ten cents a pound in winter and 40 cents a pound in summer. From Dawson to the Klondike mines, a distance of fifteen miles, the freight last winter was eight cents a pound, and this summer 25 cents, or \$500 a ton. In addition to the expense, the carrying capacity is too limited. The load is from one hundred to one hundred and twenty-five pounds on a sled per dog, a portion of which is food for the dogs. If the route is a long one, without intervening sources of supply, they cannot carry more food than is sufficient for themselves. So far they have failed in supplying the mines with a sufficient stock of provisions."

"Last winter the steamer Bella was caught in the ice and frozen up at Fort Yukon, eighty miles distant from Circle City. An effort was made to forward the provisions with dog teams on the ice, but it was a failure. The food could not be moved in sufficient quantities to supply the miners of the upper Yukon, and by spring at Dawson City flour ran up to over \$100 a barrel. A few horses have been brought into the country, but in the absence of roads, the scarcity of food and the rigor of winter climate, have not proved a success. At Dawson, although the wages of a man and team are \$50 a day, not even at that does it pay with hay at \$125 to \$150 a ton (and not a pound was to be had when I was there in July even at these figures), and the horses were fed on bread made from flour ranging in price from \$100 to \$200 a barrel."

REINDEER THE ONLY SOLUTION.

"The only solution of the question of reasonable land transportation and rapid communication and travel between mining centres hundreds of miles apart in sub-Arctic Alaska is the introduction and utilization of domestic reindeer. Last winter a party of them hauling nine sleds made a day's journey with the temperature at 73 degrees below zero. On a long journey through an uninhabited country a dog team cannot haul sufficient provisions to feed themselves. A deer with two hundred pounds on the sled can travel up and down the mountains and over the plains, without a road or trail, from one end of Alaska to the other, living on the moss found in the country where he travels. In the four months' travel of 2,000 miles last winter the deer were turned out at night to find their own provision, except upon a stretch of the Yukon Valley below Auvik, a distance of forty miles."

"The great mining interests of Central Alaska cannot realize their fullest development until the domestic reindeer are introduced in sufficient numbers to do the work of supplying the miners with provisions and freight and giving the miner speedy communication with the outside world. It now takes from fifty to sixty days to carry the mail between Circle City and Juneau. With the establishment of relay stations at suitable distances the reindeer teams will carry the same mail in four or five days. The reindeer is equally important to the prospector. Prospecting at a distance from the base of supplies is now impossible. The prospector can go only as far as the one hundred pounds of provisions, blankets and tools will last him, and then he must return. With ten head of reindeer, packing one hundred pounds each, making half a ton of supplies, he can go for months, penetrating regions hundreds of miles distant, his deer grazing wherever night finds him. The possibilities are so great that in the days to come it will be a matter of surprise that the utilization of the deer was not vigorously pushed at the start."

A PERILOUS WINTER JOURNEY.

Dr. Jackson in his report gives an interesting and graphic account of the journey of two thousand miles made with reindeer teams in Alaska last winter. The account is not only intensely interesting, but highly instructive, showing as it does, the difficulties and dangers of winter travel in inland Alaska. The journey was made by Mr. Kjellmann, accompanied by two Lapp assistants, and the main purpose was to demonstrate the feasibility of winter travel with reindeer. With seventeen reindeer and nine sleds the party left Teller Station, Port Clarence, on the afternoon of December 10, 1896, with the mercury 15 degrees below zero. The course, which was travelled by compass, was a zigzag one, in order better to determine the extent and abundance of moss pasturage.

Dr. Jackson says: "Scaling high mountain ranges, shooting down precipitous declivities with tobogganing speed, plodding through valleys filled with deeply drifted snow, laboriously cutting a way through the man-high underbrush of the forest or steering across the trackless tundra never before trodden by the foot of white man, gliding over the hard-crusted snow or wading through slush two feet deep on imperfectly frozen rivers unknown to geographers, were the experiences of the trip. The second day of the journey, with the temperature 43 degrees below zero, and over a rough, broken and pathless country, they made a distance of sixty miles."

Norton Sound was crossed on the ice. Continuing his account, Dr. Jackson says: "On the afternoon of January 11 and morning of the 12th, eighty-five miles were made in twelve hours. The native guides at St. Michael's being afraid to undertake a winter trip across the country to Ikogmute, the Russian mission, on the Yukon River, and affirming that it could not be done, Mr. Kjellmann started on January 19 without them, travelling by compass. On the 23d, while crossing a barren mountain range, they were overtaken by that dread spectre, a Russian 'poorga.' Neither man nor beast could stand against the blast. The reindeer were blown down and the loaded sleds overturned. The men, throwing themselves flat, clung to one another and to mother earth to keep from being blown away. Stones and pieces of crushed ice flew by, darkening the air. A lull coming toward evening, with great difficulty a little coffee was made, after which the storm broke with renewed fury during the night, which to the travellers clinging to the earth with desperation seemed endless. The following day a belt of timber was reached and rest and safety secured. January 25 and 26 found them cutting a way for the deer and sleds through a dense forest, from which they finally emerged to wade through snow and water two feet deep, and the temperature at zero."

"On the 31st they encountered a succession of driving, blinding snowstorms while crossing the tundra south of the Yukon Delta, being reduced to such straits that they were compelled to cut the railing from their sleds for fuel. On February 5 the storm passed away, leaving the temperature at 73 degrees below zero, causing even the reindeer to break loose from their tethers and tramp ceaselessly around the tents for warmth. Notwithstanding the severe cold, the journey was continued, and at 2 o'clock in the afternoon they found shelter and a warm welcome from the Moravian missionaries at Bethel. On March 10, between the Kuskowin and Yukon rivers, a lake fifteen miles wide was crossed."

FACING DEATH BY STARVATION.

"The struggle for life began, however, on the 11th, when they reached the Yukon country and, contrary to information, found no moss

for the deer. A push was made up the Yukon, if possible, the Episcopal mission at Auvik. There being no food, the march was kept up all night, ploughing their way through loose snow two to four feet deep, and on through the 12th, with the snow falling fast. That afternoon two of the deer fell dead and were left with their sleds where they fell, while the deer teams will carry the same mail in four or five days. The reindeer is equally important to the prospector. Prospecting at a distance from the base of supplies is now impossible. The prospector can go only as far as the one hundred pounds of provisions, blankets and tools will last him, and then he must return. With ten head of reindeer, packing one hundred pounds each, making half a ton of supplies, he can go for months, penetrating regions hundreds of miles distant, his deer grazing wherever night finds him. The possibilities are so great that in the days to come it will be a matter of surprise that the utilization of the deer was not vigorously pushed at the start."

On the 14th another deer fell in his traces. That evening a native hut was reached, and the continuous march of four days and three nights without sleep or rest and without food for the deer was over. Trees were cut down by the Lapps that the deer might browse on the black moss that hung from them, while Mr. Kjellmann, suffering with a high fever, was put to bed by the medicine woman and dosed with tea made from some medicinal bark. On the 17th one of the Lapps who had been scouring the country reported moss upon a mountain sixty miles away. The deer were unharnessed and driven to the distant pasturage, while Mr. Kjellmann continued his journey to Auvik. In the hospitable home of Mr. Chapman he was nursed back to health and strength.

"The return journey to Teller Station was made without any special adventure, except on April 16, getting into a crack in the ice while crossing Norton Sound, and soaking the load with salt water. On April 24 Teller Station was safely reached, after a trip of two thousand miles, the longest one ever recorded in any land made by the same reindeer. "The result of this trial trip has convinced missionaries, miners, traders and others in Northern and Central Alaska, that domestic reindeer can do for them what they have been doing for centuries in Lapland; that when introduced in sufficient numbers they will supplant dogs, both for travelling and freighting, furnish a rapid means of communication between widely separated communities, and render possible the full and profitable development of the mineral resources."

OFF FOR A NEW GOLDFIELD.

IT IS ON A TRIBUTARY OF THE STICKEEN RIVER AND IS, OF COURSE, SAID TO BE RICHER THAN THE KLONDIKE.

Los Angeles, Cal., Dec. 22.—J. E. Perrins, until recently president of the New-England Whip Company, started from this city yesterday with a party of fifteen for a new goldfield in the Northwest Territory. The new diggings are said to extend over fifteen miles along a tributary of the Stickeen River and to be richer (as usual) than the Klondike country. In one of his letters to people here concerning his discovery, Dawson, after whom Dawson City was named, states that the region gives every indication of abundance of gold, but that it is even more inaccessible than the Klondike, there being but one way to get in, and that extremely dangerous. The winters are more severe than on the Yukon and of longer duration. The nearest trading post or point of communication

with the outside world is several hundred miles distant.

Those who started this morning have been quietly preparing for the trip for several months, keeping everything secret, because they wished to get in before any excitement caused a rush. The party will leave San Francisco to-morrow for Victoria, B. C. By steamer from there they will get to Fort Wrangle, and thence overland by the Stickeen River to their objective point.

Their information regarding the new country has come direct from Messrs. Ogilvie and Dawson, Canadian officials, who a year ago made a survey of parts of the Northwest Territory. Acting upon instructions from these men, Mr. Perrins had limited his party to sixteen. Ogilvie and Dawson will join the party at Victoria.

A \$6,000 EXHIBIT FROM BONANZA CREEK.

St. Paul, Dec. 22.—The general passenger department of the Great Northern Railway has received a consignment of gold dust and nuggets from the Seattle Chamber of Commerce, the total weight being twenty-seven pounds, eleven ounces, and the value \$6,365. The precious stuff ranges from a nugget of one pound six ounces down to grains of pinhead size, and comes from Bonanza Creek, in the Klondike district, and Minook Creek, in the Tanana district. The gold will be displayed here for a few days, and then go East to the general agencies of the road for exhibition. It is the largest quantity of the yellow metal from Alaska yet handled outside of the banks and mints.

ALASKA SHAKEN BY EARTHQUAKE.
Washington Post Sept 25. 99
Rev. Sheldon Jackson's Thrilling Description of the Shock.

Concerning the recent earthquake along the coast of Alaska, Rev. Sheldon Jackson, educational agent for Alaska, writes to friends in Port Townsend, Wash., as follows:

YAKUTAT, September 17.
The first shock was experienced on Sunday, September 3, but being slight, caused no alarm. During the following five hours there were fifty-two distinct shocks, culminating at 3 p.m. in a shock so severe that people of Yakutat were hurled violently across their rooms, or, if outside, they were thrown to the ground. Panic-stricken, the inhabitants regained their feet and attempted to flee to the hills, only to be again and again thrown to the earth, all the while shrieking, rolling and running, as they sought safety. Gaining the hills and looking seaward, they were transfixed with horror as they saw a great tidal wave, apparently a wall of water, thirty feet high, approaching with the speed of a race horse, that would engulf their village and sweep away their homes. Before the shore was reached the earth opened in the bottom of the harbor, and into this chasm the tidal wave spent its force, and around it the sea swirled like a great maelstrom. This saved the village from destruction.

Near Hubbard glacier, on Disenchantment bay, were camped three miners, A. Fleur, W. Rock and J. W. Johnson, and a mile from them, at an elevation of sixty-four feet above the sea, Messrs. T. Smith, Cox and son, J. Falls and D. Stevens were camped.

When the heavy shock of Sunday, the 17th, was experienced, the Fleur party had rigged a machine and were taking the oscillation of the earthquake's waves, when, without a moment's warning, they were thrown violently across the tent. At the same moment, a large fresh water lake back of their camp and about forty feet above it, was split open and the waters were thrown upon the camp, and before the miners could regain their feet they were being swept out to sea. Then, at almost the same time, they were met by a tidal wave, which picked them up and not only washed them ashore but over a hill forty feet high, landing them on the crest of a divide.

HOW LETTERS GO OVER THE SNOWS OF ALASKA

INFORMATION GENERALLY DESIRED BY THE PUBLIC.

A Statement of the Different Ways by Which Mail May Be Sent En Route to the North Pole.

The railway mail service has been flooded with inquiries from all parts of the United States, asking for information regarding the mail facilities in Alaska, and in order to answer the questions in a way that will reach all inquirers has published a slip containing the information sought. It will prove of interest to all persons having friends or interests in that almost inaccessible country. The following is a copy of the slip:

Mails originating in the United States for Alaska and the British Yukon district are principally dispatched from Seattle, Wash. From Seattle there are three regular steamship lines by which Alaska mails are forwarded, viz.: The Seattle and Skaguay R. P. O., whose boats leave Seattle every fifth day (see schedule) and two lines known as the Seattle and Dyce R. P. O., each having two departures each month from Seattle (dates irregular). These lines supply all southeastern coast and inland points, including Wrangel, Sitka, Juneau, Dyce and Skaguay.

The Sitka and Unalaska (steamboat) R. P. O., connecting the Seattle and Skaguay R. P. O. at Sitka, leaves Sitka about the 5th of each month, supplying Orca (Copper River), Yakutat, Valdez, Seldovia, Homer (Cooks Inlet), Tyoonok, Kodiak and points on the southern coast of the Alaskan peninsula. This service is supplemented by a line between Juneau and Tyoonok (Cooks Inlet), leaving Juneau about the 14th and 29th of each month. These two lines together give tri-monthly mail service to points on Copper River and Cooks Inlet, including Homer, Kodiak, Orca, Seldovia and Valdez.

From Unalaska to Nushagak and other points on Bristol Bay mails will be carried in charge of a railway postal clerk, three round trips during 1899, leaving Unalaska about the 1st of June, July and August. In close connection with boats of the Sitka and Unalaska R. P. O. Steamers will depart from San Francisco about June 1 and 20 and July 5, 1899, and from Seattle June 10, July 20 and August 20, 1899 (six trips in all) carrying mail to Unalaska, St. Michaels and all points on the Yukon River to Circle, Alaska, and Dawson, N. W. T., and returning by same route. Each of these steamers will carry a railway postal clerk, who will make delivery of mails for all points in the interior of Alaska and Northwest Territory, including points which are not postoffices but where mail can be left in charge of responsible parties, such as the agents of transportation and trading companies, and also deliver mail to individuals when they are known to be the addressees. On these trips all classes of mail matter will be carried. Additional trips will be made from Seattle to St. Michael one way only, leaving Seattle about September 20, 1899; and from Dawson to Seattle, one way only, arriving at Seattle about October 20, 1899.

Between St. Michael and Tanana (900 miles) mails are carried one round trip a month the year round.

The overland dispatch of mail for all Yukon River points, both in Alaska and the British Yukon district, is made from Skaguay, Alaska. Mails are dispatched from Skaguay under United States mail contract twice a month, the route following over White Pass via Lake Bennett, Tagish Lake, White Horse Rapids, Dawson City, Forty Mile and Circle to Tanana, a distance of about 1500 miles. The distance from Skaguay to Dawson is about 570 miles, and to Circle 790 miles. Mails are also carried twice a month by Canadian mail contractor from Skaguay to Dawson City, alternating between the trips of the United States mail contractor. Letter mail only is carried by the overland route. The time in transit is very indefinite, and varies greatly in different seasons of the year. During the summer months, when navigation on the lakes and rivers is uninterrupted, the mails are forwarded in much shorter time than during the winter season.

- 3-Tanner Replies to Letters.
- Relics of Jefferson Davis.
- 4-Pan-Presbyterian Alliance.
- 6-Editorial Comment.
- 7-Social Notes and Book Reviews.
- 8-Baseball and Other Sports.
- 9-Rev. Dr. Talmage's Sermon.
- 10-How Dogs Are Trained.
- Stories of the Town.

WEIRD EARTHQUAKE STORY
Washington Post Sept 25. 99.

Rev. Sheldon Jackson's Thrilling Description from Alaska.

Earth Opened in Time to Swallow a Tidal Wave Which Threatened to Destroy Village—Lake Split in Twain Carries Away Miners.

Port Townsend, Wash., Sept. 24.—Concerning the recent earthquake along the coast of Alaska, Rev. Sheldon Jackson, educational agent for Alaska, writes as follows from Yakutat, under date of September 17:

"The first shock was experienced on Sunday, September 3, but being slight, caused no alarm. During the following five hours there were fifty-two distinct shocks, culminating at 3 p. m. in a shock so severe that people of Yakutat were hurled violently across their rooms, or, if outside, they were thrown to the ground.

"Panic-stricken, the inhabitants regained their feet and attempted to flee to the hills, only to be again and again thrown to the earth, all the while shrieking, rolling, and running, as they sought safety. Gaining the hills and looking seaward, they were transfixed with horror as they saw a great tidal wave, apparently a wall of water, thirty feet high, approaching with the speed of a race horse, that would engulf their village and sweep away their homes. Before the shore was reached the earth opened in the bottom of the harbor, and into this chasm the tidal wave spent its force, and around it the sea swirled like a great maelstrom. This saved the village from destruction.

"Near Hubbard glacier, on Disenchant-

ment Bay, were camped three miners, A. Fleur, W. Rock, and J. W. Johnson, and a mile from them, at an elevation of sixty-four feet above the sea. Messrs. T. Smith, Cox, and son, J. Falls, and D. Stevens. When the heavy shock of Sunday, the 16th, was experienced, the Fleur party had rigged a machine, and were taking the oscillation of the earthquake's waves, when, without a moment's warning, they were thrown violently across the tent. At the same moment a large fresh water lake back of their camp and about forty feet above it, was split open, and the waters were thrown upon the camp, and before the miners could regain their feet, they were being swept out to sea. Then, at almost the same time they were met by a tidal wave, which picked them up, and not only washed them ashore, but over a hill forty feet high, landing them on the crest of a divide.

STARVING MINERS RESCUED

Evening Star Oct 10
Good Work of C. D. Lane's Steam Yacht Townsend.

Stories of Suffering Among Those Who Were Hunting Gold in Alaska.

SAN FRANCISCO, October 9.—The steam yacht Townsend, owned by C. D. Lane, the millionaire miner, has arrived here from Cape Nome. She brought down several miners who had with them considerable gold dust. Capt. Wicks of the Townsend made a trip to Kotzebue sound from Cape Nome in July and rescued seventy of the men who had gone there in the hope of finding gold. They were on the point of breaking down from the want of food and proper clothing, and would undoubtedly have perished miserably if Lane had not sent his yacht to remove them to Cape Nome. Eighty-three others were taken to St. Michael by the revenue cutter Bear.

Most of them have scurvy and many had lost hands and feet by being frozen. It is thought that the men rescued by the Townsend will recover in the milder climate of Cape Nome.

The trading schooner Bonanza arrived yesterday from Point Barrow and Point Hope, Alaska, with a cargo of whalebone, ivory and furs. She saw the revenue cutter Bear at Point Barrow, and reports that Capt. Jarvis had in irons two prisoners, a white man and a native, both charged with murder. Both were arrested in Kotzebue sound. The white man is an American, a newcomer in the district, who is believed to have murdered another miner. The Indian is one of the chiefs of his tribe, and is charged with a number of murders of white men for the purpose of robbing them of their outfits and supplies.

Capt. Jarvis of the Bear is making a search for a white man who incited a native to shoot at the missionary at St. Lawrence Island. The captain of the Jessie, who died near Port Clarence over a year ago, apparently from natural causes, is now thought to have been murdered and some suspicion attaches to a Norwegian who now lays claim to the schooner, and also to two natives. Search is being made by the Bear for two miners near Point Hope, whose sledge was followed by natives, who surprised and killed them for their supplies. The Bonanza passed through Amoukhta Pass, September 17 and 18, and saw two volcanoes which showed signs of activity, one at Amoukhta and the other on Yamaska Island.

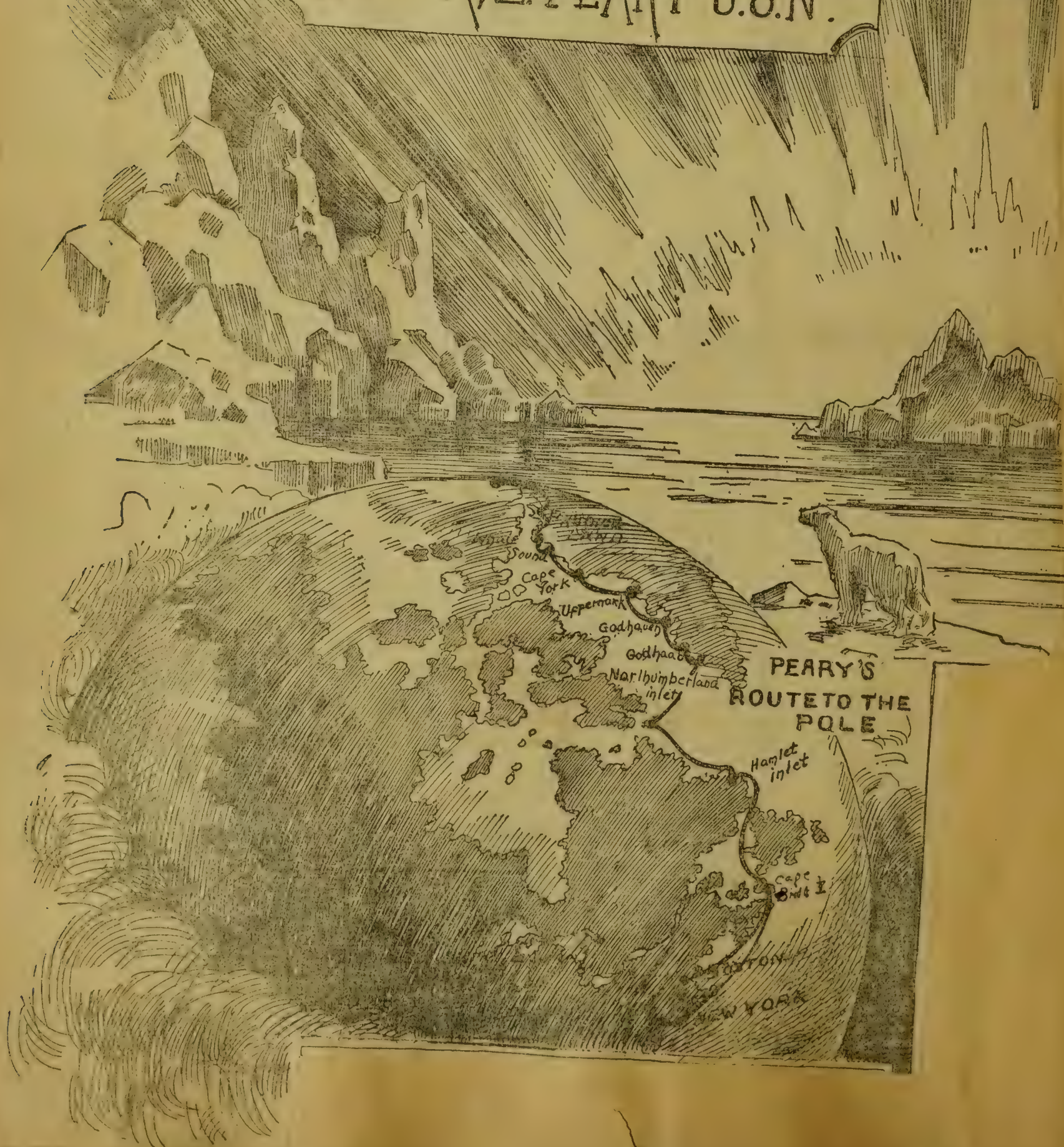
Great Fatality Reported Among Indians in the Arctic. 1899

SAN FRANCISCO, October 5.—Capt. Bodfish of the steam whaler Belugan, who has just returned from the arctic district, reports that some kind of a disease like quick consumption is epidemic among the Indians. At Point Barrow, between August 14 and September 7, there were nineteen deaths, and at Cape Bathurst three natives died during the few hours the Belugan was anchored there. The Indians are scared so badly that as soon as one of them is taken sick he immediately begins preparations for death.

"If the death rate keeps up at Point Barrow," said Capt. Bodfish, "there will be no Indians left when the whalers return there next spring."

HOW I EXPECT TO

BY R. E. PEARY U.S.N.

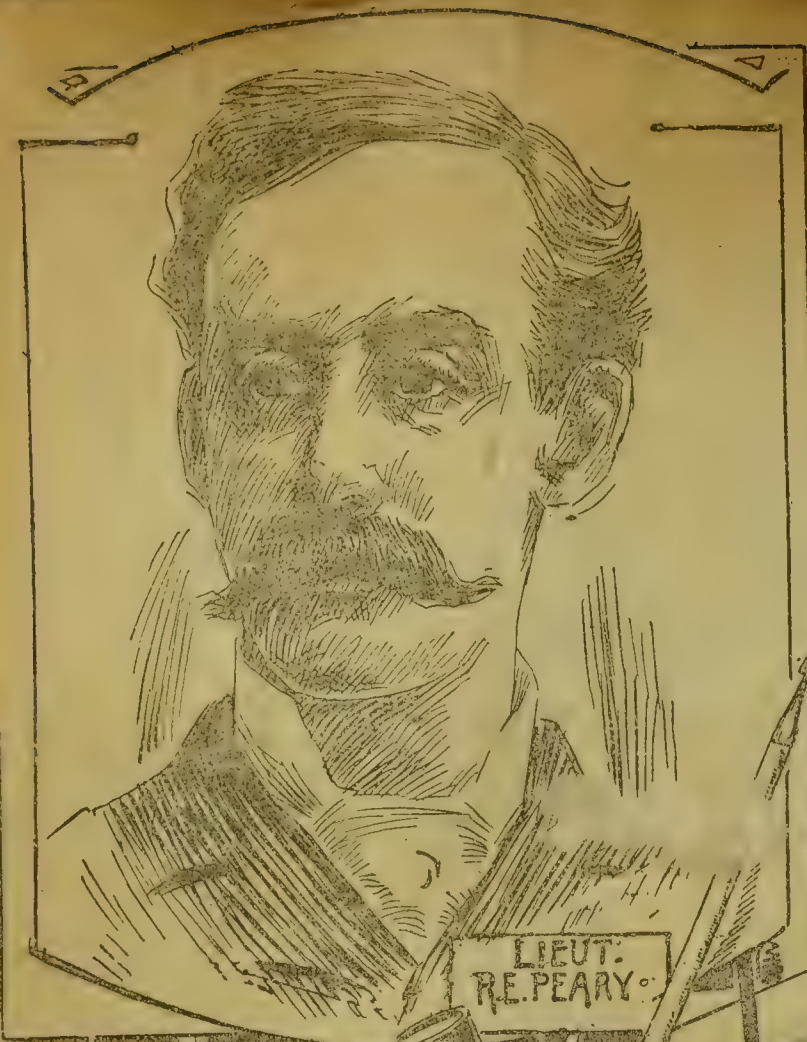


miles last night to find their own provision, except upon a stretch of the Yukon Valley below Auville, a distance of forty miles.

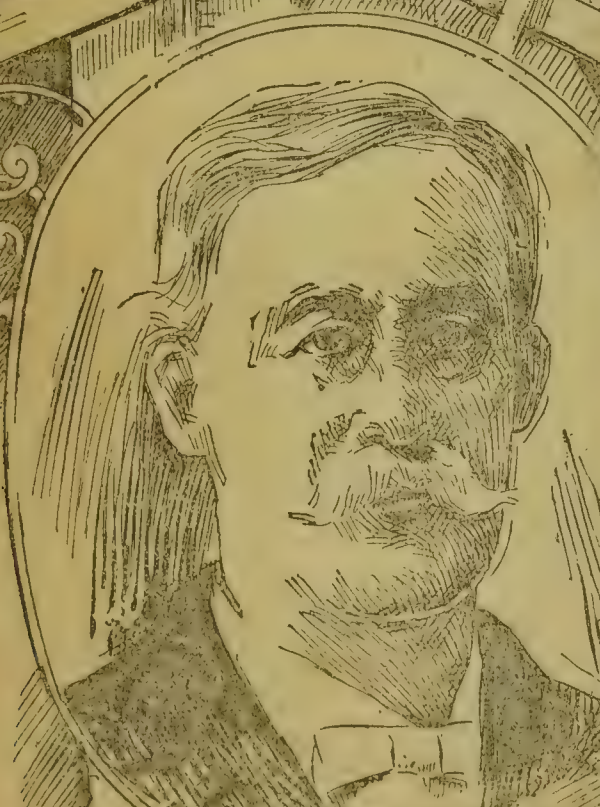
DAY MORNING, JULY 18, 1897.

REACH THE POLE





LIEUT.
R.E. PEARY



ALBERT
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PROF. C.H. HITCHCOCK

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thickly coated with rust, left from the oxidation of those many years of Arctic exposure, was found a few years ago by Jensen, the manager of the whaling station at the site of Frobisher's colony far up the bay, and brought by him to the station, where it now remains awaiting my arrival, Jensen having presented it to me.

From here the ship will steam eastward across Davis Strait to Ivigut, where the cryolite mines are; practically the only deposit in the world of that peculiar and valuable mineral, and back of which at the head of the fjords, lie the numerous traces of the vanished Norse colonists, of whose mysterious fate no word or sound has come down through the frozen centuries.

Then northward, just off the bold Greenland coast (the coast of Norway magnified two or three diameters, and with countless glaciers and icebergs added), touching probably at Godthaab, the capital of South Greenland and the largest city in the country; also at Holsteinborg, where are to be obtained the exquisite elder down quilts made from the entire breasts of the ducks, and trimmed with the iridescent, many-colored feathers from the head and neck of the male bird; then at Godhavn, the capital of North Greenland, and centuries ago the principal station of the Dutch whalers which then invested these waters, lying under the southward facing brown cliffs of that great fire-born, ice-capped mass of basalt, known as Disco Island.

Looking upward from the town through a cleft in the cliffs, one can see, gleaming, 2,500 feet above the sea level, the edge of the most accessible icecap in Greenland. It can be easily reached in a few hours' climb and at the end of a few hours' walk upon its firm, even surface the whole world has sunk beneath the round of its frozen horizon, and the traveler finds himself alone, the center of a world of sky and snow.

A few miles west of Godhavn is the site of Nordenskjöld's famous find of native iron, supposed at first to be meteoric; and in the cliffs above are the dykes of iron bearing basalt, so interesting to the geologist.

In the town itself, as in the other southern ports, are to be seen the interesting Eskimos. The men with their skin canoes and wonderfully ingenious hunting weapons, the women in their bright colored and striking costumes, and here also are to be obtained interesting specimens of the peculiar imitative skill of those Arctic aborigines, carvings in stone and ivory, and minute yet wonderfully accurate models of their canoes, sledges, etc.

THE MAIL AND EXPRESS,

Broadway and Fulton St., New York

SATURDAY EVENING, NOV. 13, 1897.

The Real Hero of Alaska.

The return of Dr. Sheldon Jackson, the United States General Agent of Education in Alaska, and the near approach of his annual application to Congress for funds with which to carry forward his work for the ensuing year, should lead to a far greater public and Congressional interest in his efforts than they have hitherto been able to command. When the history of that vast territory in the frozen North shall have been written by the light of an assured development, the figure of Sheldon Jackson will loom

played in the responsible and difficult duties often devolving upon public accountants."

It was suggested that, following the incorporation, the standard sought for by the society should be maintained by rigid examination for admission to membership. It was subsequently decided that such admission could only be had after a system of preliminary, intermediate and final tests. No candidate for the final examination was to be recognized unless he had served as an accountant for at least five years, or had graduated from any of the universities of the United Kingdom. Even in this contingency he must follow his graduation by three years of service as a public accountant's clerk. The examinations were of a character to test the knowledge of the candidates in book-keeping and accounts, in the principles of mercantile law, in the law and practice of bankruptcy, and in closing the accounts of companies. In rank the members of the institute were to be divided into two classes, respectively known as Fellows and Associates.

In nearly all these respects does the New York Society of Certified Public Accountants correspond to the parent association abroad. The educational requirements here are perhaps a trifle more severe and inclusive. This is due to the fact that candidates are directly under the espionage of the State Board of Regents. With this body they take rank with applicants for admission into the other professions. Furthermore, in the breadth of their work, and in the indorsement they have obtained from the highest educational authority in the State, the New York accountants must surely exceed in standing the prominence of their foreign competitors.

Both societies have a high motive, both represent what is best in the business world, and both will advance and grow in popularity as people become acquainted with their methods and learn of the splendid work they are accomplishing in lessening the disasters that block the progress of business enterprises.

That the new Board of Examiners has the strong indorsement of the Regents who appointed them, and that the profession is rapidly gaining ground in the confidence and esteem of business men, could be no more clearly shown than by the following letter, which was issued Wednesday by the Board of Regents. The letter is a copy of one sent to each member of the Examining Board:

"Dear Sir—I have received to-day acceptances from each member of the board, and have notified the old board of the termination of their duties on this date, when your duties will begin. You will, of course, organize your board by the election of a president and secretary, and will take entire charge of the preparation of questions and grading of answers from this date. We have received many congratulations from people earnestly interested in the welfare of the accounting profession on the composition of the board in which the public seem to have entire confidence. It will be gratifying to you to know that your term of office starts under so favorable auspices, and I have no doubt that the year will be the most important in the history of public accounting in this State in putting the profession on a thoroughly satisfactory basis.

(Copyright, 1897, by Lieutenant Peary.)

BOSTON, July 10.—The steam whaler Hope starts to-day on a preliminary voyage preparatory to the main polar attempt which I propose to make a year from now.

The main object of the voyage will be to communicate with my Eskimos at Whale Sound, select from the little tribe six; eight or ten of the young men, the best hunters and dog drivers, as well as the strongest and most intelligent; tell them that in a year I shall come for them in my "oomiaksoah" (ship) to take them "Ah-vung-ah" (north) to "Umingmak Nuna" (Musk-Ox Land) to stay with me two or three years; and instruct them that next summer before the ice breaks up they must all be assembled, with their wives, tents, dogs, sledges, canoes and all of their belongings at some well-known point on the outer coast, where the ice breaks up early and the ship can get to them with certainty and without delay.

I shall also tell the hunters of the entire tribe that they are to accumulate all the bear skins for trousers, deer skins for coats, shirts and bedding, seal skins for boots and summer jackets, hare skins for stockings, and walrus and narwhal meat for dog food (supplies for the northern colonies) they possibly can; and have all these with their finest dogs at the same place for me.

With this accomplished I can next summer take the personnel and material of my native colony on board in forty-eight hours and then proceed at once to Littleton or Brevoort Island, and await the favorable moment for forcing the passage of Kane Basin and Robeson Channel, the key of which crucial part of the Northern voyage is likely to be found at or near Cape Sabine.

Without this preliminary work and instruction the searching for the desired families through the bays and inlets of the section of the coast which is their habitat might, with the inevitable delays from the ice, consume two or three weeks, and during that time the door of the northern passage might open and close again for the season. A second object of this summer's expedition is the securing of the great iron meteorite, which was almost obtained last year, and which it is desired to bring home to grace some American museum or park.

These are the objects and the reasons for the preliminary voyage of this summer, but the fact that a suitable ship, with experienced crew and officers, and with the advantage of the knowledge of these coasts and waters which I have personally obtained during the past six years is going North and is to return the same season, offers an exceptional opportunity for parties of scientists to devote a summer to investigations of one of the most interesting regions, and a region which, were it not for the facilities offered by my ship, would be practically inaccessible—namely, the coasts, the glaciers, and the "great ice" of Labrador, Baffinland and Greenland.

This opportunity has been seen and seized by several clear-headed scientific gentlemen, who have organized parties for such work, and who, taking passage on my ship, will be landed on the upward voyage at some locality selected by themselves and remaining there some five to seven weeks, will be picked up again on the ship's return voyage and brought back to Boston or New York. One of these parties will be commanded by Professor C. H. Hitchcock, the well-known geologist and glacialist of Dartmouth College, a gentleman whose reputation for scientific attainments is so widespread that he is one of the delegates invited by the Czar to be present at the Geological Congress at St. Petersburg next summer. Professor Hitchcock will have as assistants several of his students, and he has selected for the site of his summer's

work the region about Ivigtut in South Greenland, where he will have not only exceptional opportunities for studying the glaciers, the nunataks and the "great ice" of that portion of Greenland, but will also be able to examine the extremely interesting vestiges of the old Norse colonists, ruins of whose buildings and farms are scattered all through the sheltered, verdant valleys and little plains which are to be found at the heads of the network of fjords that interest the South Greenland coast.

Another party is being organized and will be in charge of Mr. Russell W. Porter, a recent graduate of the architectural department of the Massachusetts Institute of Technology of Boston, Mass. Mr. Porter has recently closed a student's career filled with honors by capturing the gold medal at the competitive exhibition of the Society of Beaux Arts in New York. Mr. Porter was a member of the unfortunate Miranda expedition in '94, and was a member last summer of the Boston party of Professor A. E. Burton, and with that party spent several weeks in Omenak Fjord in Greenland and about the Great Kariak glacier, which Professor Burton was specially studying, and he also saw something of Cumberland Sound and Hudson's Strait during the same voyage. Mr. Porter's party goes to Baffinland, in the vicinity of Frobisher Strait. Its object will be partly sport and partly scientific investigation. On the return of the ship in September Mr. Porter's party will return with her, while he, with one or two companions, will remain at the American whaling station near Hall Island for a year's exploration and survey of the interior of Baffinland north of Frobisher bay and west of Cumberland Sound, an interesting region which promises to yield valuable results for a comparatively moderate expenditure of time and outlay of money.

Still another party has been organized by the National Museum consisting of Messrs. Charles Schuckert and Daniel White for the special purpose of studying and working the famous fossil beds of the Noursoak peninsula, Greenland, the region from which Heer obtained the bulk of the material for his great work on the Arctic fossil flora, and the most well-known deposit of which is perhaps that at Atanekerdluk. It is probable that this party will bring home several tons of selected specimens.

In connection with these parties, it may be of interest to note that last winter the writer suggested to the American Geological Society at its annual meeting in Washington the desirability of formulating a general plan of Arctic summer scientific investigation, the general lines of which should be decided upon by a committee of the best authorities, and that each year parties from a certain number of colleges or scientific institutions in the country should go north and, selecting some locality on the Arctic coast, study it thoroughly on the lines laid down. Each party would be entirely independent and would have full possession and control of its collections of specimens and credit for the results of its work. Still its results would be available for correlation by the committee already referred to, so that on the final completion of the work the entire Arctic coasts north of us would have been thoroughly covered and investigated and the careful digestion of all the data could not fail to yield extremely valuable results in some of the most important and interesting lines of modern geological and glacial research.

The proposition met with the hearty approval of the Geological Society and a resolution was passed indorsing the suggestions and expressing the society's thanks for it. The facilities which my ships going north each summer for the coming five years will afford for carrying out this scheme at a merely nominal cost are ideal, and it is the writer's intention, after his return from

this summer's voyage, to endeavor to push the matter to actual fruition, so that whatever may be the outcome of his own personal efforts farther to the north, there shall certainly result a large mass of valuable scientific information obtained in an expert and systematic manner, and in accordance with the lines and principles of the most modern methods of thought and investigation in those fields.

Other members of the party will be Mr. Albert Opertl, the well-known Arctic artist, who goes north again this summer to obtain material for his historical Arctic pictures and to continue his very successful

work of last summer in making casts of the Northern Eskimos; Mr. Robert Stein, of the United States Geological Survey and originator of the Jones sound plan of Arctic exploration, who goes north to devote several weeks to scientific investigation in the vicinity of Wilcox head, preparatory to his actual work of Jones sound exploration, which he hopes to initiate next year; Mr. R. D. Perry, whose object is the exciting sport of bear and walrus hunting; Hugh J. Lee and Matthew Henson, my two brave, loyal companions during the memorable last year's struggle against the obstacles of the frozen North of Greenland, the former taking with him his bride for an Arctic honeymoon; Arthur Moore of Brooklyn, and Lansing Baldwin of Philadelphia, students of St. Paul's School, who avail themselves of this opportunity during student days to study and enjoy one of the grandest portions of the earth's surface, and live for weeks in the glory of the midnight sun; J. D. Figgins of Washington, D. C., a well-known taxidermist; Jens Jenson, the Dane whom I brought home from Cumberland sound last September, and who goes back this season to take charge of the Wrightington whaling station at Segnuia point, and finally Mrs. Peary and our little blue-eyed, yellow-haired daughter, who first saw the light three years ago in that far northern country, and who goes now to revisit the people and scenes of her native land.

The voyage this summer will be of particular interest to the geologists and geographers aboard, as nearly the entire extent of the Arctic and sub-Arctic shores north of us, through twenty-three degrees of latitude, will pass in review before their eyes as the ship steams along continually in sight of the land, in the unending light of the long Arctic summer day.

Few people know what a wealth of classic and historic localities there are lying north of us, and at this season of the year lying, not in the savage cold and gloom with which the popular mind invests the Arctic regions, but in the brilliancy and warmth of the week's long, glowing Arctic summer day.

From Boston the ship will proceed at once to Sydney, Cape Breton, where she will fill with coal, then steam northward through the Gulf of St. Lawrence, past the picturesque and precipitous St. Paul's island and the rugged west coast of Newfoundland, and out of the Straits of Belle Isle, that back door leading from the warm, sunny waters of the gulf into the cold, ice-laden stream of the Labrador current. Thence along within sight of the wild Labrador coast, that first portion of the Western land seen by Leif, touching probably at Hamilton's inlet, the gateway to the Great Falls of Labrador; thence past the mouth of Hudson's strait, with its memories of the great navigator and his unfortunate fate.

The Porter party will be landed north of Hudson's Straits at or near Frobisher bay, the objective point of those great fleets which the enthusiastic Frobisher brought here centuries ago in a fruitless quest for gold. Frobisher's anvil, or what there is left of it, simply a rounded lump of iron

30 seconds.
Oregonian
May 10 1899
ALASKA MILITARY DISTRICT

Captain Ray Put in Command of the Northern Region.

WASHINGTON, May 9.—Assistant Secretary Melklejohn has issued an order creating the military district of North Alaska, which is to include all that portion of territory north of the 61st parallel. This district is placed in command of Captain P. H. Ray. He will have command of all the troops of that district. The new station at Pyramid harbor, recently established on account of the difficulties which have grown up along the boundary line, is to be in command of Major J. M. Thompson, of the Twenty-fourth infantry. This portion of Alaska is not within the northern district.

The war department has now established six different military stations in Alaska, and has quite a large force in that territory. The troops now in Alaska, in addition to those sent to Pyramid harbor, are:

Dyea, company D. Fourteenth infantry, 1 officer and 38 men; Fort Wrangel, company H. Fourteenth infantry, 1 officer and 47 men; Circle City, battery A. Third artillery, and detachment of Eighteenth infantry, 1 officer and 77 men; Fort St. Michael, one detachment Third artillery, 2 officers and 77 men; Rampart City, detachment of Third artillery, 1 officer and 50 men.

May 23 89
COMPLIMENTING THEIR WORK.

Gen. Henry on Work in Education and in Building Roads.

The following letters from Gen. Guy V. Henry, written just before he left Porto Rico are published in the San Juan News: Headquarters Department of Porto Rico, SAN JUAN, May 7, 1889.

Gen. John Eaton, Director of Public Instruction, San Juan, Porto Rico.

General:—Before relinquishing command of this department I wish to thank you for your indefatigable interest and work in the bureau of education.

You have labored unceasingly; the good seeds of education being sown by you will bring a rich harvest, and though you may not live to see its full maturing, upon which the success of this island depends, you will in your day have done your duty, and though no reward may come to you on earth, except your conscience, the welcome of the Master, when you come before His presence, will be, "Well done, thou good and faithful servant." Yours very truly, GUY V. HENRY.

GOLD FIND AT CAPE NOME.

Seattle Post-Intelligencer
St. Michael Advises Confirm News of the Strike.

May 19 1899
\$600 IN TWO ROCKERS OF DIRT.

Dr. Kittleson, in Charge of the Government Reindeer Station, One of the Original Discoverers—Educational Department at Washington Has Been Advised of Strike—Big Rush Is Expected.

From letters received in Seattle from parties wintering in St. Michael there is scarcely a doubt that the strike reported to have been made at Cape Nome is a certainty. One of these letters, received several days ago, says among other things:

"We have had our gold excitement as well as our Northern brothers, and for a few days it looked like a stampede. November 30 Dr. Kittleson, Mr. Kjellarman and about a dozen or so white men and Laps came down with thirty-five or forty deer, and brought news of a big strike at Cape Nome. Dr. Kittleson and five others located on a little creek in that vicinity on October 23, and in five days took out \$1,500, taking out \$600 on the last day in two rockers. They had to quit after that on account of the cold weather, and they will probably have to wait until about the first of May before they can do any more work."

"Dr. Kittleson brought down some of the dust with him, and when the news came out it just set this town crazy, and everything was Cape Nome."

"If you tried to talk to anyone about anything else he wouldn't listen to you."

"The boys in the office got together and sent a man up to locate the next day, and three or four other expeditions started about that time, and several men left the company and have gone to the diggings, and the only reason more have not left is on account of there not being any facilities for getting an outfit up there, owing to the scarcity of dogs. I think, though, that there will be quite an exodus in the spring, when they can begin to work on the claims, and the opportunities for getting their goods are improved. At present Cape Nome is all the rage, and I trust our hopes will be realized."

This letter was written December 17, and the authenticity of the news cannot be doubted. Dr. Kittleson is in charge of the government reindeer station at St. Michael, and in a report to the bureau of education he mentions this strike at Cape Nome.

The news of this strike, which promises to rival the Klondike, and of finds at Golovin Bay, have caused considerable activity in marine circles, not only among steamboat operators, but owners of small sea going schooners. Several of these craft are preparing to sail for the new districts, their sailing dates, however, depending upon the number of passengers, which as yet is light, people preferring to wait for the Roanoke and other large steamers.

There will no doubt be a heavy exodus down the Yukon from Dawson and Circle as soon as the river is navigable, greatly increasing the crowd that will rush to the new district from this end.

Following the announcement in the Post-Intelligencer as to recent rich strikes of gold in the Cape Nome district, Dr. H. C. Wilkinson, general manager of the Alaskan Bonanza Mining, Trading and Transportation Company, said yesterday:

"I do not believe that the reports from the Cape Nome and Golovin bay districts are in the least exaggerated. The organization and operation of our company shows our faith in that country. We organized in the latter part of 1897, with John Jamieson as president and George Sutherland as vice president. Ex-Gov. A. P. Swineford, of Alaska, is superintendent of the quartz properties which we have recently acquired at Ketchikan, while Capt. John Tobin is our mining superintendent at Golovin bay. Among those who are backing the company, and to whom we can refer by permission, are Albert F. Dexter, president of the Dexter Safe Deposit Company, of Chicago; Hon. Angus McKay, member of the Canadian parliament; ex-Mayor William B. Smith, of Philadelphia; J. R. Patterson, the big cement manufacturer of Chicago; W. C. Nourse, manager of the Marine Iron Works, of Chicago, and others."

"The way in which we came to locate our claims is very simple. I was at St. Michael last year when it first began to be whispered around that there was gold in the Golovin bay district. I promptly sent over two men to prospect for the company, and they succeeded in locating thirteen desirable claims. We had a river boat, the Fortune Hunter, and I sent her over to winter near the mouth of Fish river. We have ten men on the boat. We naturally expect that they have gotten in on the ground floor at Cape Nome, inasmuch as they were only thirty-five miles away, while the distance from Cape Nome to St. Michael is 135 miles."

"Our company is making Seattle its base of supplies. The bark Hunter, which we now have here in port, is loading at the White Star dock. She will take up 250 tons of supplies for us, nearly all of which will be purchased in Seattle. The remainder of her cargo will be made up of miscellaneous freight. Last year we brought down ninety-seven passengers from St. Michael to Seattle, making the run in twenty-four days. We expect to begin active work in the North at once."

MAY RIVAL THE KLONDIKE
San Francisco Examiner
Gold Discovered on Shores of Norton Sound.

May 7 1899
News of the Find Told in a Letter From a Prospector.

[Special Dispatch to "The Examiner."]

TACOMA (Wash.), May 6.—A gold discovery as great as that of the Klondike has undoubtedly been made in Alaska during the past winter. The source of information on which the above assertion is made is of a most reliable character, and it is confidently predicted that the celebrated Klondike discoveries will be equaled this summer.

Confirmation of the discovery of gold at Cape Nome, Alaska, was received to-day in a private letter dated January 10th, at Healey, Alaska, forwarded overland and mailed at Kodiak, Alaska, March 21st. The writer is a man who has spent five years in the interior of Alaska. He has never staked a claim and has no financial interest whatever in creating a mining boom, and his letter was intended more for private information than for publication. Of the recent discoveries he writes:

"Late last October a party of six went out prospecting about six miles from the coast and north of a point called Cape Nome, about 120 miles west of here, on the north shore of Norton Sound. It seems they made another strike something like the one made at Klondike. They actually got some gold, because they brought it in here—nearly \$1,000 worth of it. These men claim to have got \$1,700 in six days. There were six of them and they were only stopped by the cold weather and the creek freezing up. The news soon spread over what they call the Gotovin bay district, where there had been some prospectors out and some claims staked off, and there were probably 150 people at that point in a place called Council City. They have, of course, all stampeded down to Cape Nome, and what little news we have of that place corroborates the first stories. I believe this will turn out quite an excitement, and from what I can pick up I have a great deal of confidence in it."

"One man who started from here before the first parties got in met them about 100 miles from here. They told him of their find and he pushed on, staked his claim and got back long ago. He says, of course, there can be no digging this winter, as there is no lumber and no provisions at that point, but he is sanguine of becoming rich with the claim that he has got."

"Most of the people here have sent out representatives to stake for them, and I think by the first ship down in the spring Tacoma will have a blizzard of a boom again."

NEW MILITARY DISTRICT.

Seattle Post-Intelligencer
IT INCLUDES ALL OF ALASKA NORTH OF 61ST PARALLEL.

May 10 1899
Now Six Districts in Alaska and Nearly 300 Regular Army Troops, in Addition to Those Which Have Recently Gone to Pyramid Harbor

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Anything about Mission work in **ALASKA?**

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WEDNESDAY, APRIL 26, 1899.

Opening Up Alaska.

The mountain division of the railway from Skaguay, Alaska, over the White pass to Fort Selkirk on the Yukon, is in operation to a point some miles beyond the summit. The road is to be 300 miles in length, but the first twenty miles between tide water at the head of Lynn channel or Skaguay and the summit of White pass was the difficult part of the undertaking. In these twenty miles there is a rise of 2,850 feet. The rest of the road will be completed by the 1st of January, 1900, after which communication between Skaguay and the Klondike will be comparatively easy.

The Skaguay and Yukon railroad is the beginning of Alaskan railway construction. What happened in the early '50s in California is being repeated in Alaska. California was benefited then not only by the gold that was taken from her mines, but by the activity in agricultural and industrial pursuits that followed the great influx of immigrants. Many men who went from the middle

West and the East found it more profitable to engage in gardening or in transportation schemes than in gold mining. So, while California was developing her mines, she was also increasing her productive area—her wheat fields and her fruit farms—in fact, increasing in every way her capacity to supply the demands of her rapidly increasing population.

Alaska has been up to this time almost a sealed volume. It is a country of magnificent distances. There are gold fields in the extreme northwest; in the center, just north of the Yukon; in the center, just south of the Yukon, and in the south and east. Many of these districts have been reached only by the most adventurous explorers. Others are full of prospectors and miners. One obstacle in the way of rapid settlement is the difficulty of communication and the want of supplies.

Experiments conducted by the government at Sitka have demonstrated that the hardier cereals and all manner of vegetables can be raised there with profit. The soil of the valleys is as rich as that of the Illinois prairies. The summer days have twenty-three hours of daylight, and the almost continuous sunshine contributes to the rapid growth

of vegetables and grains. The islands of the Aleutian peninsula are on the shortest line for steamers from San Francisco to Japan and the Philippines. They are certain to become a way station for supplies, and it is believed that they will be profitable locations for farmers and stock growers.

Certainly the interior of Alaska is capable of sustaining a large population. Two government expeditions, composed of army officers, are now surveying the routes northward from Cook's inlet and the Copper river valley to the Yukon. If railways can be constructed on either route, striking the Yukon at Circle City, or, lower down, at Tanana, they will extend through gold fields, through a region where coal has been found, and will contribute greatly to the development of the richest and most fertile part of Alaska. The railroad from Skaguay to Fort Selkirk is mainly in British territory. The railroad from Cook's inlet to the Yukon would be entirely in American territory, and would contribute to the development of American interests.

When the "Three Americas" railroad from Cape Horn to San Francisco and to New York was projected, the dream of those interested was that the road could be extended from San Francisco north-

ward to the extreme westerly point in Alaska. Thence, it was reasoned, the cars could be carried across Behring strait on heavy vessels and started on their journey across Asia and Europe. In this way, it was held, there might be practically through trains from Cape Horn to St. Petersburg, Berlin, and Paris. That dream may never be realized, but the opening of the mountain division of the Skaguay and Yukon railroad marks the beginning of a new era in Alaska.

ILLUSTRATED LECTURE ON ALASKA

Students of the University Entertained by E. H. Wells.

E. H. Wells lectured before the university students yesterday on his travels in unknown parts of Alaska, the subject being illustrated by over 100 lantern slides. The lecture was given under the auspices of the geological society of the college, and was followed with intense interest by a large audience, consisting of professors and students. The lecturer confined himself principally to his experiences while on a government expedition in 1889, and another trip in 1896-97, and dealt mainly with the geographical features of the country.

Mr. Wells began his address with a description of the inland passage between Vancouver island and the mainland, and said the scenery there in its grand, rugged beauty was equal to anything to be found in Norway. A description of Skagway, with views of its principal features followed, and then Mr. Wells discussed life on the Skagway trail, the scenes at the summit of White pass and the geological value of the Dalton trail.

Lake Bennett, with its numerous crowd of boat builders and picturesque surroundings next occupied his attention. The lecturer gave an amusing description of the raft on which he floated down the Yukon, and which consisted of nine logs, a square sail and a tent for a cabin. This he named

Report of Riches Receives Further Confirmation.

The news contained in a dispatch to the Post-Intelligencer from Portland, published yesterday morning, relative to the riches of the Cape Nome country, received further confirmation in the following letter, which has been received by Capt. Jones, of the schooner Moonlight. The letter was dated at St. Michael February 1, was from J. E. Sandstrom, and read partially as follows:

"A. Brunell came down from Cape Nome sometime ago, and reported that the country is very rich. I have two claims in my name and the entire company has twenty eight claims in the Cape Nome mining district. J. Borg is up at the cape to look out for the company's claims, and we do not expect him to return before spring. I have a good opportunity to become a millionaire before long."

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The war department has now established six different military stations in Alaska, and has quite a large force in that territory. The troops now in Alaska in addition to those to be sent to Pyramid Harbor are: Dyea, Company D, Fourteenth infantry, one officer and thirty-eight men; Fort Wrangel, Company H, Fourteenth infantry, one officer and forty-seven men; Circle City, Battery A, Third artillery, and detachment of the Eighteenth infantry, one officer and seventy-seven men. Fort St. Michael, one detachment Third artillery, two officers and seventy-seven men; Rampart City, detachment of Third artillery, one officer and fifty men.

OUR ARCTIC COLONY

Capt. Richardson Describes Conditions at Circle City.

QUIET PREVAILS ALONG THE YUKON

Mail Route to Cook's Inlet Recommended.

AT FORT ST. MICHAEL

Acting Secretary of War Melkeljohn gave out for publication today a report from Capt. W. P. Richardson, 8th Infantry, commanding the post at Circle City, Alaska, upon the conditions existing along the Yukon. Also a brief report from First Lieutenant E. S. Walker, 8th Infantry, in command at Fort St. Michael, Alaska.

Captain Richardson says that upon his arrival at Circle City in September last he found that among certain elements of the town the advent of United States troops was looked upon with disfavor. He at once endeavored to overcome it among the better classes by separating the latter from the more lawless element, and by the initiation of a sentiment in the community favorable to the establishment of some simple form of town government or administration suitable to the needs of the place.

Meeting of Citizens.

In pursuance of this policy he requested the citizens and others having business interests in the town to meet him on November 28, 1898, for the purpose of considering the subject of protection against fire and for the discussion of other matters pertaining to the general welfare of the community. As a result of this meeting a board of fire commissioners was appointed, with authority to prepare and publish a fire ordinance and levy contributions for the purchase of necessary apparatus.

At a second meeting, one week later, a committee of three citizens was appointed to prepare and submit a plan by which sufficient money could be raised in the community to provide for the expense of certain sanitary measures, such as opening drains and removing garbage, also for the care of destitute citizens. This plan was submitted to a third meeting on January 4.

At this meeting the town turned out in force and decided by a majority vote to reject not only the plan submitted, but all other plans which might have for their object the establishment of any form or phase of town government whatsoever. One of the opposition remarked: "The people of the town already have too much law and government."

The report states that Circle City is fairly representative of the whole Yukon valley in this respect. Captain Richardson says it may be partially explained on the ground that scarcely any one now there expects to remain longer than a few months or at most two or three years.

The only general regulations issued so far by Capt. Richardson in the community are upon the subject of saloons and the carrying of concealed weapons. He has given strict orders and taken the necessary steps to enforce them against the sale and delivery under any pretense whatsoever of liquor to natives.

Order Well Maintained.

Capt. Richardson states that he may have to prescribe, in addition, some general regulations upon sanitation and police when the spring opens. He says that he established a patrol of a corporal and two enlisted men in the town October 6 last, and he subsequently increased the number, until it now consists of one non-commissioned officer and six men. The work of the patrol, he says, has been satisfactory, and so far as he can judge, acceptable to all the better element of the town.

He further says that the commissioners' court which has been established at Circle City has maintained itself with dignity, and that the law has been well administered within the limits of its authority. In the few cases where he has found it necessary to make arrests to quell disorder the guilty parties have been turned over to the commissioners' court for punishment. Only one serious affair, he says, has occurred of late, namely, the robbery and attempted murder of a man on the morning of December 24, referred to in a previous report.

Supplies Plentiful.

Capt. Richardson says that Lieut. McManus returned from Rampart on February 8 and brought reports from St. Michael. The lieutenant reported that quiet prevailed along the river at that time. Supplies were reported as being plentiful, and there were but few cases of destitution. All the command at Rampart was reported to be in good health and well housed.

At the time that Capt. Richardson sent his report in no mail had been received over the ice from the United States. Local mail and delayed letters from the outside were received from Dawson in November and December. He understood that the first mail that was sent through early in the season was lost. Capt. Richardson says that the service on the river from Circle City to St. Michael is working satisfactorily. He calls attention to the advantages of a cross-country route from Circle City to Cook's inlet or some other point on the coast. He says the difficulty seems to lie in the up-river and lake country, which is only safe for travel during two or three months of the closed season, whereas the overland route could be used the whole time the river is closed.

Observing Sunday.

On November 12 Capt. Richardson issued an order to the commanding officer of the United States troops stationed at Circle City, wherein he stated that he deemed it consistent and proper and for the good name of the community that a reasonable observance be paid to the Sabbath. He directed that saloons, dance halls and gambling places, between the hours of 6 a.m. and 9 p.m. of that day, be closed, all games be suspended, and also the sale or disposal otherwise of drinks of every kind under any pretense. He ordered all such places to be closed as far as practicable between the hours named, but with the window shades or blinds up. All persons were cautioned against carrying concealed weapons, and are notified that the order respecting the same would be strictly enforced in the community.

Troops Wanted at St. Michael.

Lieut. Walker states in his report at Fort St. Michael that his present quarters are ample, but that bathing facilities and other

conveniences are lacking; that the storehouses are very much crowded, and great inconvenience results therefrom, and urgently requests that the garrison be maintained at St. Michael. From what he can learn from the business men there, they all want troops located there. They desire them not only because they afford protection, but because difficulties are more quickly and less expensively arranged, and the people seem to feel that the decisions made by military officers are just and equitable. In addition to this, the work during the past summer has already identified the military service with the development of the country. A trader at the mouth of the Koyukuk river has informed Lieut. Walker that he was in some peril from the Indians of that locality, and that if the case becomes urgent he would duly notify the lieutenant.

Lieut. Walker is apprehensive that some little trouble may occur in the Golovin bay mining district, as there is a disorderly element at that point. Many persons holding authority to apply for locations had not appeared up to the date of the mailing of the report, and but few permanent locators appeared. They are scattered, he says, over a considerable frontage of the island and mainland. Wherever several were located near each other provision was made for streets. Each locator was required to attend to the police, etc., of his premises.

Failure of River Steamboats.

Many failures have been reported among the builders of small river steamboats. Lieut. Walker states that many of these appeared there with a poor quality of machinery, and after building their boats, could not develop power sufficient to run the boats. Others came with machinery that had never been put together. Lieut. Walker says, in addition, that the public should realize that in coming to Alaska a place is reached where such things cannot be obtained or replaced without great loss of time and expense.

In addition to this, many come with no properly certified masters or engineers, and these had great difficulty in clearing from the port. There was no dock established during the summer. A place was selected near the N. A. T. and T. Company, and a dock will probably be ready for use this season.

He says that the troops are well supplied with clothing, except fur gloves, and also remarks that a good library is also needed for the troops.

April 29, 99

SAN FRANCISCO: SATURDAY

BALKING ROUGHS AT CIRCLE CITY

San Francisco Examiner

Attempt to Rescue a Dawson Swindler From the Authorities.

April 29, 1899

Deadly Affray Between Two Men on Account of a San Francisco Woman.

JAIL FOR DEBTORS IN THE KLONDIKE

Enforcing an Old English Law Which the Territorial Court, on Appeal, Upholds.

[Special Dispatch to "The Examiner."]

SEATTLE (Wash.), April 28.—Circle City, the Alaskan metropolis of the Yukon, had another exhibition of border ruffian methods late

In March. About 100 "toughs" of the town declared they would liberate Michael Eschwege, a fugitive swindler who was arrested and being taken back to Dawson by George McDougal and a party of civilians. Their threats resulted in a miners' meeting, and the appointment of a posse to escort McDougal and his prisoner over the line. A serious clash seemed imminent, being averted only by Customs Officers Chapman's declaration that in case of trouble he would close every saloon in Circle.

Their infatuation for a San Francisco woman, named Annie Blanck, brought Thompson and Sullivan, two of the town's desperate characters, into mortal combat at Circle City on March 8th. Thompson attempted to force an entrance to an apartment occupied by Sullivan and the woman and was shot through the left lung. Drawing a dirk he lunged at his assailant, driving the blade through Sullivan's lungs. Neither, the physician said, could recover.

The Dawson judiciary are imprisoning people for debt under the ancient English masters' and servants' act. Six or eight debtors are now in jail, having been committed on a magistrate's decree. The defendants took an appeal to the Territorial Court, but Judge Dugas, while unhesitatingly declaring that he regarded the law as unjust, said he would not interfere, and, accordingly, affirmed the decision of the lower tribunal.

C. L. Andrews, the American Collector of Customs at Skaguay, recently seized the British sloop Dorothy, presumably because he believed she was engaged in whisky smuggling, but ostensibly for her failure to report after leaving Victoria, a Canadian town, at the way ports of Mary Island, Fort Wrangel or Juneau. The vessel, stripped, lies on the Skaguay beach pending instructions from Washington. The captain has entered a vigorous protest and claim for damages.

Upon his recent arrival at Skaguay, H. Maitland Kersey, the New York capitalist, told the people of that town that 90 per cent of the spring gold clean-up of the Klondike would be shipped out by the up-river route rather than down the Yukon by way of St. Michael, as heretofore. Mr. Kersey said nearly all the gold would be handled by the Canadian branch banks of Dawson, and whose managements had been instructed by the parent institutions to send the dust up the Yukon. Kersey is extensively interested in Alaskan mining and transportation ventures.

LIKE STANLEY ON THE NILE.

ODD CRAFT IN WHICH MATHISON WILL FLOAT DOWN YUKON.

Is Made in Seven Water-Tight Sections, and Can Be Taken Apart and Packed—Weighs About a Ton—A Son of the Vikings.

MATT MATHISON looks from the cabin of his odd-looking little boat at the small crowds which survey his floating home and says: "We Norwegian Finns are something like Indians. People want always to watch our way of living."

And, indeed, the water front idlers have reason for curious gazing at the craft of which Mathison is captain, his wife first mate and a 6-year-old son the crew. It lies in the slip next to Merchant dock, and would seem to have been transplanted there from some sun-heated tributary of Africa's Nile river. The master's own hand fashioned every plank and fastened every bolt, and for his working plan he had Stanley's book of exploration, "In Darkest Africa." The captain says Stanley was "a great man—a very great man," and gives him the sincere flattery of imitation. The explorer navigated the Nile in small sailing boats of light draft, put together in water-tight sections, and Matt Mathison says such as these are good enough for him on the Yukon.

A visit to the boat at Merchant dock was made yesterday. The crew was playing about the deck of the Ferdinand, as the craft is named, and from the interior of the long, low cabin came the sounds of a man and woman's voices. The family was at home. The crew fled in alarm at the invasion of visitors, taking refuge behind

wegian fluently, but his English is somewhat at fault. He is a swart son of the vikings, with a mild suggestion of a beard and an aggressive development of mustache. In response to questions he readily detailed the points of his boat.

It is about thirty feet long and ten feet wide, and is built, he said, in compartments or boxes. There are seven of these boxes, sixty-five feet of lumber in each, and water-tight. They are bolted together and bolted on two solid keels, one for ocean travel and one for the river. The weight of each box is 150 pounds. The house is in five pieces, each containing thirty-four feet of lumber. The cabin has seventy-two square feet of floor space and is five feet high. A single flat sail, such as the vikings are said to have used, is rigged forward, and oarlocks are placed aft as an auxiliary means of propulsion.

The whole affair is so arranged that it can be taken apart and packed, the total weight being about one ton.

Mathison's idea is to freight the boat north by steamer, take it apart at Skagway and pack across to Lake Bennett. He will then float down the Yukon to Circle City or some other camp on the American side.

Matt Mathison brought his boat around last week from the Columbia river. He had been a photographer at Astoria, but having built his boat about a year ago, he was incited by a roving disposition to set out for the North.

"Where did I get my idea from?" he said in answer to a question. "Oh, from Stanley's book and pictures of his boat. I always have had much liking for Stanley. He was wonderful. I read his first book in Norway, many years ago, many times over. It was fine. I thought, then that some day I would like to float down a great river in a boat like the pictures, and now I will do it. The North is the place for me. I am used to the cold and to living in boats. In the old country I was a fisherman, and caught lots of fish. Then I learned to be a photographer, and since then have worked at that. But the moving life has been always my wish, and finally I said to my wife that we would go to the great gold country. Did she want to stay behind? No, she will stay with the boat. Only she thinks we ought to sail up to Skagway instead of paying freight on a steamer. But it would be too much work for me alone, and something dangerous, too, maybe."

Permission was obtained from the captain to peep inside the cabin. It was low, long and narrow. Two benches were ranged along either side. Clothes, bedding and cooking utensils were piled about indiscriminately. On one side Mrs. Mathison was resting, while on the other the 6-year-old boy was becoming well acquainted with a huge slice of bread.

"This is our home," said the master of the Ferdinand. "It is good enough to hunt gold in. And if we don't find it—well, we have still our little boat."

FOR A COMMERCIAL MUSEUM.

Alaska Geographical Society Considers an Institution Here.

Arthur C. Jackson, Rev. John F. Damon, Rev. H. H. Gowen, President Frank P. Graves of the State University and Dr. Sheldon Jackson of the executive committee of the Alaska Geographical Society met Friday afternoon at the Rainier-Grand hotel and transacted some very important business. One of the objects of the society, as stated in its constitution, is "to establish in such cities as may be deemed advisable for the benefit of commerce and navigation, and for the great industrial, educational and material interests of Alaska and the islands and countries of the Pacific, headquarters and museums where the most recent and accurate information can be obtained relating to every part of the world," and it was yesterday urged by the president that the establishment of a commercial museum on the lines of the Philadelphia Commercial Museum be immediately undertaken.

The objects of that institution are: "To gather from all parts of the world and to make immediately available to business men full and specific information concerning trade conditions and trade connections."

"To place on exhibition manufactured products from other countries, in order that our manufacturers may be properly informed concerning the requirements of markets which it may be possible for them to enter."

"To bring before the manufacturers, dealers and consumers of the United States samples of all the varied products of the world, that they may know and choose such as are useful to them."

"To make complete examinations, analyses and tests of these products, and to publish such information concerning them as may lead to a general understanding of their usefulness."

The work of the scientific department is directed toward the collection and exhibition of the world's raw products and the analysis and examination of all such materials.

The exhibits in this department are arranged geographically and monographically and they are subjected to laboratory tests.

Under the geographical classification a visitor may study the resources and commercial features of any particular country. He can see the extent and variety of its products, and investigate the character of its industries, climate and soil. He can note the means of transportation and manner of communication with the commercial world, and so be enabled to derive from the exhibits, maps, charts and other data collected valuable information necessary in the conduct of his business.

Under the monographical classification the manufacturer, merchant or consumer interested in any particular commodity may here find systematically arranged and displayed samples of the various products which interest him. These are brought together from all sections of the globe and are accompanied by all obtainable data whereby he may judge of their commercial value. For instance, the manufacturer of woods finds displayed for his benefit thousands of samples, embracing nearly all the woods of the world in sufficient size and quantity, and with data necessary for him to determine their value in his particular industry. Likewise, the textile manufacturer here finds samples of the wools, silks, cottons, vegetable fibers, etc., from every foreign country, comprising the most varied and complete collection of its kind in existence. The collections of hides, skins, leather, tanning materials, dye stuffs, food products, oils, medicinal drugs and herbs, minerals, etc., are intended to enable the dealers in these products to keep fully posted upon the constantly changing conditions of the markets of the world. These collections are renewed and augmented as the progress of industry may require.

The laboratory tests have for their main

object the examination and analysis of raw and manufactured products, which may be sent from any of the countries represented in its collections, or by private individuals, who wish to determine through chemical and other tests the commercial value of the materials presented.

The proposition was most favorably commented upon, the grand possibilities of such an enterprise recognized, and it was unanimously resolved that the Alaska Geographical Society at once undertake the establishment of commercial, ethnological and geographical museums along the line of the Philadelphia museum, and the president is authorized and directed to develop the same as rapidly as possible.

It was also determined to extend to the members of the joint high commission during their stay on the coast every courtesy possible.

Several magnificent panoramic photographs of Atlin and Southeastern Alaska have just been received, the first of a series taken under the auspices of the society for exhibition at the Paris exposition next summer.

BEAR TO HAVE NEW CAPTAIN

CAPT. TUTTLE RELIEVED FROM DUTY IN THE NORTH THIS YEAR

Receives Information of Serious Illness of His Wife in Oakland—Will Have Command of Cutter Golden Gate at San Francisco.

For a number of years past Capt. Francis Tuttle has annually made the cruise to Bering Sea on a United States revenue cutter. His many friends will be surprised to learn that practically upon the eve of his departure north, as commander of the Bear, he has been relieved from duty on the staunch vessel that has made many memorable trips to the Arctic region. They will still further deeply regret

the sad cause that has so suddenly changed the plans of a gallant commander. Yesterday morning Capt. Tuttle looked for the arrival from Washington of final orders concerning his northern voyage. Instead, however, he received the distressing information of the serious illness of his estimable wife, who had grown much worse since he left her at their home in Oakland, Cal., about two weeks ago. He immediately wired the department asking to be placed on waiting orders, so that he might remain with his wife. Instead of complying with his request, which would allow him but three-quarters pay, Capt. Tuttle was assigned to the command of the cutter Golden Gate, which is stationed at San Francisco, and will permit him to spend considerable time at his home.

It is likely that the Bear will sail north in command of a captain sent from the East. Capt. Tuttle was ordered to have the cutter all ready for sea by Tuesday night next. He left with the Bear early this morning for Departure Bay, where she will coal and return to this port, to be in readiness for sea at the time designated.

Yesterday an order was received from Washington detaching Lieut. F. M. Dunwoody, executive officer of the Bear, and transferring him to the Guard. He will relieve Lieut. Perry, who will be attached to the Bear. The Guard is stationed at Friday Harbor and is one of Capt. Tozier's fleet.

A NEW GOLD FIELD

Evening Star

Yellow Metal is Found on the Beach

Washed at Cape Nome, D.C.

PICKED UP WITHOUT ANY TROUBLE

Oct 7th 1899.

No One Knows How the Dust Got Mixed With the Sand.

FORTUNES EASILY MADE

(Copyrighted, 1899, by the S. S. McClure Co.)
Special Correspondence of The Evening Star.

ST. MICHAEL'S, Alaska, Sept. 1, 1899.

The most remarkable gold mining at present in the world, if not in the entire history of gold mining, is that now in progress at and about Cape Nome on Norton sound, Bering sea, Alaska, situate about 225 miles north and west of the mouth of the Yukon river, or 135 miles from this point. Gold was first discovered on Snake river last fall and during the earlier portion of this season. Cape Nome district had acquired considerable repute as a gold producer, and not a few miners from the Yukon river country, many of them stranded here, went over to Nome and either staked such claims as they could get or secured work as they could find it. Much complaint was made that claims had been taken by persons holding powers of attorney, their principals not being present in person, and in June the Cape Nome district had become so unpopular that reports were circulating to the effect that the whole thing was a "hoax" foisted on the public by the transportation companies to improve their business.

Whatever of truth may have been in these stories is now of small import, for in June or early July some one of the stranded miners tenting on the beach, as the only unclaimed space, accidentally discovered gold in the sand at his feet. He told his story quickly among his stranded friends, and soon all the unemployed were at work on the beach with any and all kinds of tools that would dig. Their success was such that within a few days men who had work on claims along the creek at \$10 a day and board threw up their jobs and took to the beach, expecting to earn, and actually earning in many instances, as much in an hour as they had earned in a day.

Easiest Mining on Record.

Never had such easy mining been heard of, never had it been found so unexpectedly and so opportunely, and it was not long before everything else was deserted for the seashore, and even women and boys of ten or twelve years were to be found as busy in the sand as the men were.

Since the discovery the number of "beach combers," as they are called, has steadily increased, and today is presented the strange sight of hundreds of miners of both sexes and all ages and conditions strung out along the beach for a dozen miles or more.

For miles to the west of Cape Nome the beach runs straight away in a strip of tide land, varying from forty to sixty feet in width between high and low water mark, extending up to the "tundra," or black alluvial soil, which is from three to five feet higher than the beach proper. All of this tundra, and all the territory along the creeks and rivers east and west for thirty or forty miles, and back into the mountains for ten or twelve miles, had been staked, but on the long strip of tide lands no man had a better claim than another, or could have, under the tide-land laws, and here the grand army of gold seekers camped and in very short order had converted the barren strand into a site of tremendous and enthusiastic industry. At the same time business of all kinds began to respond to the boom from the beach, and the usual collection of gambling hells, saloons and dance halls went into operation. At present it is estimated that 1,000 to 1,200 miners are at work on the beach, extending west for twenty miles. All these work with rockers, and they occupy just as much territory to the man or group as can work it. It is not unusual for one small square bit of beach to pan out \$10 to \$15 an hour, but, of course, the space is soon exhausted and the lucky digger must move to another spot.

Where Does It Come From?

This beach deposit of gold is as yet an unsolved problem. By some it is claimed that the gold in the sand, which is entirely "dust," has been washed out from the tundra by the waves at high tide and deposited through hundreds of years in the sand. It is found here now from two to five feet below the surface in the drift, and so plentiful that the miner who does not find it in paying quantities is the exception. On the other hand, there are some who claim that the gold is washed in from the sea, and that the real field, or "mother lode," so to speak, is to be reached and developed by dredging. There may be something in this theory, but the other seems to be the more tenable.

The beach to the east of Cape Nome makes no such gold showing as does the beach to the west, owing to the existence of a long reach of water or "lagoon," which lies a short distance back from the sea and parallel with it. Gold deposits along the creeks in the interior are quite as rich in one direction as in the other.

Life at Anvil City.

The headquarters of the Cape Nome territory is Anvil City—so named from the shape of the mountain above it—at the mouth of Snake river, although Nome City is the post office. While the city possesses a number of frame houses, tents are the prevailing shelter, and prices for commodities are pretty much as they are in all mining towns. Yet this is one of the most accessible mining towns on earth, as ships from any part of the world may come up to its very doors, making due allowances for no harbor and much delay between ship and shore in bad weather. Meals are from \$1.50 to \$2.50 each; a bed in a tent, \$1.50; plain drinks, 50 cents each; beer, 50 cents per glass, and other things in proportion, including a mutton chop at \$1.25. Copper plate for use in rockers is worth its weight in silver, and one miner who had no copper substituted silver dollars for it, sixty-four of them being required to properly plate his rocker, which, added to its first cost of \$20, made it somewhat expensive, even for this locality. Labor in the mines is worth from \$8 to \$10 a day and board, and even carpenters, about the only other class of labor, are paid \$1.50 an hour and board themselves. As the days in summer are from eighteen to twenty-four hours long, a carpenter can put in a lot of spare time. Everybody has money, and as many who have it are not used to it, they are lavishing their earnings by day on gambling, liquor and dance halls at night. Gambling takes the bulk of the dust, and every species of game is represented in Anvil City.

A Thousand Dollars an Hour.

As to what amount of gold is being taken out there is no means of determining. It is known that not more than \$200,000 in all have been shipped by steamer, and \$100,000 of that has gone out within the past week. The beach mining is reported to be turning out about \$30,000 a day, but this in the nature of things cannot continue. And when it is exhausted these men will go to work on the numerous claims lying back from the sea and along the creeks. Here the gold is found in very rich deposits, the claim of Lindeburg & Co. on Anvil creek turning out over a thousand dollars an hour (\$25,000 in twenty-four hours), one nugget recently found being worth \$312. Another claim owned by Dr. Kettlesen in one day cleared up \$9,000, and so the stories go. One may hear almost any kind of a fairy tale, and while many of them are exaggerated, the fact remains that just now every man in the district has a pocketful of dust and a heart full of hope, and there are no dead broke in Anvil City. What the conditions will be a year hence will not be known until then, and cannot be predicted.

November 1 communication with the outside world will be completely shut off for seven months at least, and only a few of the people now in the Cape Nome district are fixed with either food or shelter for the severity of the climate, though those who are prepared with houses to live in and sufficient food and fuel can not only

pass the winter comfortably, but can do more or less work.

To Mine in Tents.

There are very few so well off as this, however, fuel being scarcer than food, but among the "beach combers" a novel plan will be adopted. Parties of four, six or eight will organize for winter operations by securing a large tent, spreading it on the beach over the ground they propose to work in, and there they will set up house-keeping. The canvas will be protected on the outside from the weather in every way possible, and stoves will be kept going on the inside, so that the tent will not only be comfortable to live and to work in, but it will never freeze in there, and the mining can go on quite as satisfactorily as if balmy spring were the only season known in the Cape Nome district. A great rush is expected in the spring, but, as has been stated, there are no claims unstaked anywhere within thirty or forty miles of Anvil City, and what lies beyond those limits is practically unknown. But according to the tales of prospectors as far beyond as Cape Prince of Wales, 235 miles, gold has been found along the creeks in quantities that would pay from \$10 to \$50 per man per day if panned by an expert.

Claims are offered for sale—a claim being twenty acres—at prices from \$5,000 to \$150,000, and there are, of course, at this time not many takers at those figures, but they are expected in the spring with the rush.

Already Staked Out.

Over one thousand claims, covering 20,000 acres—about thirty square miles of territory—have been recorded, and it is generally believed that each claim represents a suit-at-law, so hasty and haphazard have been the methods of procedure in securing claims.

The claims of this entire section are of the placer variety, and so far no quartz has been discovered, which means that what is a busy mining camp with millions this year may be a deserted village twelve months later.

Nome gold is much darker in color than the gold of the Yukon river country, assay-inf, \$19 an ounce, though the current trading price is \$16 an ounce. Gold dust and nuggets constitute the bulk of the currency and gold scales are as necessary in the stores as the ordinary grocer's scales. And gold dust as a circulating medium is not as popular as it might be, for coin or paper money commands a premium of 7 per cent in many localities. Such money is known as "chechako," or "newcomer," as only the new arrivals have it, and that is the Esquimo word for new arrival.

Winter at Anvil City—that is to say, in the entire Nome district—ordinarily continues from October to June, and a temperature of 50 to 60 degrees below is not unusual. On the 21st of December the sun barely rises above the horizon, and on the 21st of June it does not disappear entirely from sight during the twenty-four hours.

Advice to Prospective Miners.

To the prospective miner in "the states" expecting to try his luck in the Cape Nome rush, he is advised to come here in the spring, or rather in the summer, if possible, and to bring with him a good supply of provisions, as the cost of food is high here. He should also bring with him a good supply of tools, as the cost of tools is high here. He should also bring with him a good supply of money, as the cost of money is high here. He should also bring with him a good supply of clothing, as the cost of clothing is high here. He should also bring with him a good supply of shelter, as the cost of shelter is high here. He should also bring with him a good supply of food, as the cost of food is high here. He should also bring with him a good supply of tools, as the cost of tools is high here. He should also bring with him a good supply of money, as the cost of money is high here. He should also bring with him a good supply of clothing, as the cost of clothing is high here. 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may be said that he should keep his attention fixed on weather reports from the northwest and be in San Francisco or Seattle in June to catch the first boat out, as Norton bay usually opens in June. What the fare will be cannot be told this year, but now it is \$60 and \$75, according to accommodations, to St. Michaels, and \$20 on to Nome by the small steamers crossing the bay—135 miles. The distance direct to Nome from San Francisco is about 2,800 miles and from Seattle or Tacoma 2,300 miles, and competition has made the fare to St. Michaels the same. What changes the rush of gold seekers next year will make remains to be seen. It is merely an ordinary and agreeable sea trip, and the miner arriving at Nome is practically in the midst of his field of labor as soon as he goes ashore, and there is little to do except to become a millionaire as soon as convenient. At the same time it may be remarked with truth that if he is comfortable at home and is doing fairly well, he had better stay right where he is and thank the Lord for a contented spirit.

W. J. LAMPTON.

DESTITUTE NATIVES RELIEVED.

Washington Star, Aug. 14, 1899.
Pitiable Condition of Inhabitants of Attou Island Described by Grant's Captain.

Seattle, Wash., Aug. 13.—A private letter from Capt. Slamm, of the revenue cutter Grant, now with the sealing patrol in Bering Sea, relates that the inhabitants of Attou Island were found by him in straightened circumstances, but in no danger of starvation. The inhabitants, numbering seventy-three—twenty-three men and fifty women and children—were in a pitiable condition. Many of the children were partially naked, and the women were but little better off. All were depending for bodily warmth upon the common practice of huddling five or six together in their "barabasars," or native huts.

The only fuel on the island is a scant supply of dry wood. The crew of the Grant gave the people all their spare clothing. The people are suffering from a lack of salt. This resulted in much sickness, and the physician of the Grant was kept busy dispensing medicines. The Grant furnished the inhabitants rations. They have a good supply of fish, roots, and berries.

Attou Island has in time past been famous as a source of blue fox skins, and fortunes have been made in the traffic, but the traders, and not natives, have made the money. The foxes have been all killed, and the population is diminishing. The remainder are, strange to say, quite contented with their lot, never having known anything better, and cling to the bleak, frozen island, which hardly affords them a means of sustenance, and which is often the scene of furious earthquakes and landslides.

While cruising in Bering Sea the Grant had two objects in view—a search for any possible survivors of the lost steamer Pelican and the study of ocean currents in Bering Sea and vicinity, for which purpose bottles were thrown overboard containing instructions to the finders to forward them to Washington.

Ten sealing vessels were on the ground when Capt. Slamm wrote, and the arrival of about ten more was expected.

RISE AND FALL OF DYEA

How Uncle Sam Is Losing Trade in the Klondyke.

TROUBLE ABOUT THE BOUNDARY

One Town un-American Enough to Want to Be Set Off Into British Territory—Competition in Freight-carrying Over the Divide Is Very Keen—Samples of Canadian Aggressiveness and How Tariff Is Made to Turn Trade from Tacoma.

Staff Correspondence Tacoma News.

Berner's Bay, Alaska, July 1, 1899.

The last hours at Skagway were devoted to an invitation dance given to the officers of the ship and their friends, and to packing away the souvenirs, in the form of nuggets, spoons, photographs, &c., which the good people of the city showered upon their visitors. Some of the members of the party, including Gov. Brady, were also initiated into the Arctic Brotherhood, a purely Alaskan secret society, which puts its members to the test in climbing the trail and crossing the range in much the same manner as all good Shriners have to cross the hot sands of the desert. The organization is not yet a year old and has 2,000 members, with camps at Skagway, Lake Bennett, Atlin, Dawson, Circle, and St. Michael. There is a strong bond between the members, and to the initiated the trail and the arctic winters of the interior have no terrors. The initiation fee and advance dues amount to \$13.

Dyea a Dead Town.

Friday morning Gov. Brady said good-by, and George Brackett joined the party for a trip to Dyea and Haine's Mission. Dyea is only two or three miles over the mountain, and just around the point of the peninsula opposite Skagway. One year and one month ago there were 5,000 people in the town, and it was almost impossible to pass along its main streets. To-day the houses are nearly all vacant. Thomas W. Wallace, a former Tacoma bank official, and his gang of teamsters constitute the population of the city. Dyea has a finer natural townsite than Skagway, and from the tide flats there is a nine-mile perfectly level stretch back toward the interior, where Tacoma capital has invested \$100,000 in building a bucket line aerial tramway eight and one-half miles over the summit. This is now in operation, and at present is carrying the bulk of the freight over the summit of the Chilkoot Pass. The rate to Bennett is the same as the railroad rate to Skagway, 5 cents a pound. Each bucket carries 400 pounds in weight on-ward and upward at a rate of four miles an hour. Nearly four-fifths of the interior-bound freight now goes by the Dyea route, although it will be different as soon as the White Pass road is completed to Lake Bennett, which will be by the time this letter is published. Freight now arriving at Dyea is subjected to a charge of \$2 a ton wharfage, and 35 tons were received on the day of the visit. The wharf extends for 4,000 feet to deep water, and was built at a cost of nearly \$100,000. From the wharf the freight has to be hauled nine miles by team to the tramway. No machinery or article over 400 pounds' weight may be placed in or lashed to the buckets, and at northern terminal it is transferred by pack train to Lake Bennett. Another transfer from boat to pack train has to be made for five miles around White Horse rapids, and from thence it is clear sailing by boat or scow to Dawson.

No Fear of Competition.

The White Pass Railway people at Skagway say as soon as they pull off their construction trains at Lake Bennett this week and can handle the traffic offered, the Dyea aerial tramway will be as dead as the town. The tramway people say on the contrary they can extend their line indefinitely at a cost of \$10,000 a mile, and can operate it for \$150 a day. It is capable of putting thirty-five tons over the summit every day, and the claim is made it can be operated for a year at an expense about equal to the cost of keeping the White Pass Railway free from snow in the winter time. A rumor is in circulation that the railroad will soon acquire the tramway in order to cut off all opposition, but this is both denied and doubted. Neither of the governments will allow excessive transportation rates to be charged over either, and a rate of 25 cents a mile for passengers and 5 cents a pound for freight to Lake Bennett is not now considered exorbitant.

The few people now residing at Dyea, only the force required to operate the tramway and do the teaming to its terminal, have signed a petition and are in favor of granting their port to Canada. This would give Canada a sea outlet to their rich interior territory, and would

wipe out the customs regulations. It would revive Dyea and make it an important seaport, but it would be at the sacrifice of American shipping and American interests on the Pacific coast and elsewhere.

Canada Gains the Trade.

Even now, more than 75 per cent. of the merchandise going into the Yukon district is from Victoria and Vancouver, B. C., and is delivered in British bottoms. One year ago the figures were reversed, and American traffic was in the lead. The people of Dyea say this makes little difference, as the goods are nearly all bought in Tacoma or on Puget Sound and pay the customs duty at Victoria. The goods are shipped in bond across the American territory from Skagway and Dyea to the Summit and Lake Linderman, where they are released and again enter British Columbia territory. The bonding in transit privilege makes it desirable to purchase the goods at Victoria or Vancouver, for if imported from Tacoma the customs duties are based on the value of the goods on the Sound. If purchased at Skagway, the customs duties at the Summit would be based on the local value of the goods, which amounts to a considerable increase when the cost of transportation 1,000 miles northward by sea is added. Practically all the trade Americans get is in perishable goods, which are not allowed to be shipped in bond, and are consequently bought nearer the point of consumption. If the bonding privilege were removed, it is argued, it would result disastrously to Victoria, for then it would be to the advantage of the interior merchant to buy on Lynn Canal. Victoria is the seat of British Columbia government and power, hence the bonding privilege is not likely to be removed.

The argument that Americans ought not to complain so long as they sell the goods on the Sound and our government reaps the benefit from the trade is good only so far as it applies to manufactured articles. The Canadians are not buying for the Yukon trade oats, wheat, and such products of the soil as they can themselves produce.

Under present conditions Skagway is only a freight house through which inter-Canadian traffic passes. If the Skagway or Tacoma merchant wishes to sell a bill of goods to a customer on the American side of the upper Yukon, he is compelled to give a bond at Skagway guaranteeing the non-delivery of the goods on Canadian territory. If he cannot put up a bond, and many cannot, he must put up the cash. If he puts up the cash the Skagwayans say he is lucky if it is ever refunded to him. It is claimed that the American merchants wishing to send goods through Canada to their own possessions are handicapped and deliberately swindled in the manner above mentioned, although this statement cannot be verified. There are many apparently sincere statements made in Alaska that are not exactly truthful, to put it as mildly as possible.

Sample of Canadian Gall.

There is, however, the one well authenticated case of a Canadian official who appealed to George Brackett in the days of the toll road to look after his wife and children, who were soon to arrive, and see that they were escorted comfortably and expeditiously over the trail. When they landed at Skagway Mr. Brackett took one of his best teamsters from his construction work, and had him convey the wife and children through to Lake Tagish in comfort.

In many places the teamster had to carry the children on his back. The service was one of courtesy, and no charge

was made. When starting on the return trip the teamster was told his team was across the line, and must pay duty. Notwithstanding his protests, a payment was enforced which was equivalent to the confiscation of the horses. This sum was collected by mounted police under direct command of the man whose wife and children had been delivered to him without expense and at a considerable sacrifice of time and money.

Another story is told of an American boarding-house keeper who found when the mounted police moved down from Lake Bennett to the summit, that his tent was just over the line and subject to duty as American goods. He replied he bought the tent on the spot, and did not know where it was made, but would willingly pay the duty or move over the line. "No you won't, but your tent will be confiscated," was the alleged reply and subsequent line of action.

He'll Get Hit Some Day.

Canadian officials as a rule are gentlemanly and courteous to a high degree, but there are exceptions among Canadians as well as among Americans, and the exceptions seem to be stationed in the vicinity of the disputed boundary line. Her majesty's mounted police maintain an office in Skagway, and apparently with no more authority than if located in Boston. One of the number strides up and down the streets and fairly elbows American citizens off the sidewalk in his arrogance. He wears a broad-brimmed cowboy hat, trousers with a broad yellow stripe, and cartridge belt and side arms. His great spurs rattle a defiance as he clatters along the streets, and his manner and presence are both offensive.

A Skagway citizen expressed it well when he said: "England has been a great civilizer; her sympathy and help has been acceptable more than once, but whenever she gets a chance to put on the screws and dares to do so, she gives the thumb-screws a pretty hard twist. We appreciate her sympathy voluntarily given during the late war, but that is no reason why we should make her a present of an inch of territory that does not belong to her."

Skagway is a live town and American to the backbone. Dyea is a dead town and willing to become a Canadian port. Pyramid harbor is no town at all, but is the one possible site for a city that Skagway fears. If it is necessary to make concessions, Skagway is afraid Pyramid harbor may be seized upon by the Canadians.

Evening Star
Washington D.C.
Life on the Chain of Islands Between
Alaska and Asia.
Oct 7th 1899

NATIVES HAVE MANY GOOD TRAITS

As a Rule They Are Honest and Remarkably Generous.

ALL ARE BORN HUNTERS

From the St. Louis Globe-Democrat.

It was 4 o'clock on a June morning when the United States steamship Thetis tripped anchor in Sitka harbor and steamed away on her maiden voyage to the arctic circle. Throughout the four days which ensued the Alaskan shore was not once revealed above the northern horizon.

During this period I took occasion to enlighten myself as to the cause of the remarkable course steered by the vessel, which was 23 degrees south of west. Incidentally I learned, much to my surprise, that the extremity of the Alaska peninsula, 1,000 miles distant by sea from Sitka, was situated upward of 120 miles further south than the latter point. Upon awakening on the morning of the fifth day I was conscious, from the silence of the engines and absence of any motion on the vessel's part, that we were at anchor. Hastily "turning out" I hurried into my sea togs, and a moment later stood on deck gazing about me in speechless wonderment.

Had I awakened to find the vessel at anchor in San Francisco harbor my surprise could scarcely have been greater; for, what was little less marvelous, she appeared to be riding in the midst of a limpid Alpine lake. From the water's edge on every side arose, not the barren, scarified crags I had anticipated, but the most symmetrical of foothills, clad from base to summit in delicate heather-like vegetation. Approaching the officer of the deck, I inquired the name of the locality, and was informed that it was Unalaska, the third island from the eastern extremity of the Aleutian chain. The land-locked harbor in which we were anchored, he moreover explained, was connected with the sea by means of a narrow passage hidden from view behind a high, projecting point of land. Along the distant shore, in the opposite direction, I discerned a collection of low-lying, odd-looking habitations, which I was informed was the village of Unalaska.

Capt. W. F.

A Visit to Unalaska.

Later in the day I availed myself of an opportunity to visit this settlement, and found that it numbered about 150 dwellings and other buildings, including a custom house, Greek church, mission school and one general store. The population represented about 500 in all, the greater portion of whom were Aleuts and Russian creoles. The American colony was limited to three families, namely, those of the local missionary, the inspector of customs and deputy United States marshal.

The Aleuts, or native islanders, naturally form the major proportion of the populace. Their race is entirely distinct from the tribes of the mainland, and, while ranking rather low in the general scale of humanity, they are in every respect superior to the average run of Alaskan natives. The adult Aleut is invariably a born hunter, and from the time he is old enough to wield a spear and paddle, spends little of his time ashore. His quarry consists principally of the fur seal and seal otter, in pursuit of which he plies the waters of Bering sea and the North Pacific in his frail boat for leagues around his island domain. The highest standard to which the Aleut aspires is prowess as a hunter. With him skill and daring invariably take precedence over all else, and his reputation as a nimrod, rather than the number of his boats or other kindred evidences of wealth, regulates his social status among his fellows.

Bad and Good Points.

In disposition he is extremely peaceable, even when under the influence of intoxicating liquor, to which habit he is, unfortunately, much addicted. In lieu of other intoxicants, which in those parts are generally difficult to obtain, he has compounded a beverage of his own called squosh, the fundamental ingredient of which is potato yeast. As to the probable taste of this liquor, I can only judge from a vivid recollection of its smell. However, its ultimate effects are eminently satisfactory to the bibulous Aleut, and the length of his occasional sojourn in the bosom of his family is generally limited to the supply of squosh in store.

On the other hand, this inebriously inclined mortal possesses many good qualities. For example, his veracity, unlike that of other aborigines, is rated as unimpeachable, and his promise, once given, is never violated. Unselfishness is likewise one of his shining virtues, and he is extremely fond of making gifts. To refuse a gift thus proffered is one of the gravest insults that can be offered one of his race. Moreover, he expects no return of a favor thus bestowed, being amply recompensed by the utterance of the simple word "Akh!" meaning thanks. The following instance will illustrate the Aleut's fondness for conferring gifts and his regard for another's property in the face of temptation:

A Sample of Their Generosity.

A traveler upon visiting one of the Aleutian Islands was presented by a native with a pair of dried flounders. Although there was no need of these provisions, to avoid giving offense, they were accepted. However, upon entering his boat the traveler forgot his gift. After his departure his late host discovered the fish, and laid them away, in order that he might return them should he meet his visitor again. Several months passed by without bringing the desired opportunity, and meanwhile, it being winter, a severe food famine had ravaged the island. But throughout the entire ordeal, and notwithstanding that the Aleut had a large family to support, and often suffered the pangs of hunger, he steadfastly refused to eat the forgotten fish, and soon after took advantage of an opportunity to send them to his erstwhile guest. Such cases as the foregoing are not at all uncommon among the Aleuts, while, on the contrary, an opposite instance would be difficult to cite.

Obedience and Devotion.

Another trait of these simple natives is their unswerving obedience and devotion to their superiors. In 1795 a Russian captain of a bidarra, or fishing sloop, had been hunting sea lions among the Eastern Aleutians. Upon finishing his business the Russian desired to visit the peninsula, whereupon the old Aleuts remonstrated, assuring him that although he might safely cross to within sight of the mainland he would be unable to land on account of the heavy surf. The Russian, however, remained obdurate, and, notwithstanding the warning, pressed upon putting to sea. At this, in a Cal. their master, those of

who never expected to return again. They also busied themselves with arrangements relative to the disposition of such property as they possessed. In the midst of these ominous preparations the Russian became impatient and ordered the crying women and children away from the boat, at the same time taunting the men with being cowardly, superstitious and stupid. At this the men silently broke off their leave-taking and, entering the boat, calmly sailed away from their heart-broken families and countrymen. And the worst predictions of the Aleuts were fulfilled, for the bidarra was wrecked in the surf nearly a mile from the flat coast of the mainland, every soul on board of her perishing among the rollers.

Russian Ancestry.

In appearance the Aleuts differ as greatly from the average native Alaskan as in character, exhibiting marked indications of their early Russian ancestry. The men, as a rule, are small and slight of stature, while the women in many instances are well formed and comely. Of late years much good has been accomplished by home missions among the natives of Unalaska and other islands at the eastern extremity of the Aleutian chain. As scholars they display great aptitude, and if their besetting sin of intemperance can be successfully overcome their race may yet develop into a powerful element in the far northwest. The total native population of the Aleutians numbers about 2,500, and is distributed throughout the various islands of the chain.

These islands are practically an interrupted extension of the Alaska peninsula. Commencing with Unimak Island, which lies within five miles of the mainland, the chain extends in a graceful curve 1,100 miles to the westward. The total area of the Aleutian archipelago is 14,610 square miles, or more than one-third the size of our newly acquired Island of Porto Rico. The entire chain is subdivided into four lesser groups separated only by narrow passages. The largest of these divisions is the Fox group on the extreme east, which numbers something like thirty-one islands, including Unalaska and the previously described town of that name. A few miles from the latter settlement on the same island is situated the government naval supply station, known as Dutch Harbor. This point is used as a rendezvous for the vessels of Bering sea patrol and also, in connection with the town of Unalaska, as the base of supplies for all the region to the northward. In the midst of Unalaska Island is situated the celebrated Makushm volcano, with an altitude of 5,691 feet. This volcano has had numerous periods of activity within the last century, the latest of which was in 1865.

Volcanic Islands.

The Fox Islands also include the famous volcano islands of St. John, the Theologian and the Four Craters. The first of these volcanos has a most singular history, having been thrown up out of the sea during a violent earthquake in those regions during the month of May, 1796. Its height at that time was estimated at barely 100 feet, and the most remarkable feature in connection with its creation was its subsequent gradual growth. This ceased in 1823, by which time it had attained its present height of 1,500 feet. In appearance it resembles a great pyramid, with deep fissures extending vertically along its sides. For a period of four years after its appearance this strange volcano constantly emitted flames, smoke and steam, and in 1806 great volumes of lava gushed from its crater and flowed down its sides into the sea.

Adjacent to the Fox Islands, on the west, lies the Andreanofski group, numbering in all about thirty islands. This group is of importance, because of its including Burned Island, whereon is situated Goreloi volcano, at present in a state of suppressed activity. It is the loftiest peak of the Aleutian archipelago, having an altitude of 8,000 feet. It represents an immense smoking cone, eighteen miles in circumference. Among the islands of this group numerous hot springs abound, their temperature ranging from 212 degrees Fahrenheit to lukewarm. The mineral properties of these waters consist principally of lime and sulphur. In some cases—as, for example, on the Island of Kanaga of this group—the water is sufficiently hot for the boiling of meat, and is so utilized by the natives.

Other Groups.

The next division in order are the Rat Islands, fifteen in number, which in turn are succeeded by the Nearer Islands, at the extreme westerly termination of the Aleutian chain. Of the five islands which

travels. After their journey from the sea the effort to pass the mighty waters of the canyon about exhaust their remaining strength, and never enter the expanse of

with Tagish Lake, and derives its name from a very distinct trail which has been made by bands of caribou.

westerly is Attou. The inhabitants of this island, while related to the Aleuts, are far below the racial average from a standpoint of civilization. Upon viewing Attou from the sea, though its entire area is visible, no dwellings are to be seen, the inhabitants burrowing beneath the surface of the ground, much after the manner of prairie dogs.

At a distance of only 120 miles from Attou are situated the Komandorski group, consisting of Bering and Cooper Islands. Geologically this group forms a portion of the Aleutian archipelago, being a continuation of the latter. The Komandorski Islands are named for Commander Bering, the famous Russian explorer, who discovered them, together with the Aleutians to the eastward, in 1741. In the same year he died on the larger of the two islands, which likewise bears his name. From Bering Island to Cape Kamtschatka, on the Siberian coast, it is but fifty miles. Hence it will be seen that the great Aleutian archipelago in its entirety constitutes a veritable giant's causeway, nearly 1,500 miles in length, connecting the shores of two vast continents.

TENDERFEET WARNED AWAY

Prof. Aug. 5, 1899.
Maj. Ray Describes the Present Conditions at Cape Nome.

Disaster Certain to Overtake Those Who Go There Unless They Are Well Provided with Outfit or Money—
Camp Dyea Destroyed.

A report has been received at the War Department from Maj. Ray, commanding the Northern Military District of Alaska. He arrived at St. Michaels on July 8, with his command in good health. He intended to send troops to Fort Egbert, the station on the boundary line near the Yukon in a few days. There were some disturbing reports from Cape Nome, where it was reported there were from 1,000 to 1,500 men, and friction about locations. He sent Capt. Walker and twenty-five men to the scene. The conditions there, he said, are very delicate, and must be handled carefully to avoid collision.

He says there should be a warning to people intending to go to Cape Nome. It is a place of great desolation and utterly destitute of timber, depending entirely upon importation for supplies of food, fuel, and shelter. To attempt to winter there in tents under existing conditions can only lead to disaster. It is of the utmost importance, says Maj. Ray, to check people from going to Cape Nome unless well prepared.

The War Department yesterday received a telegraph report of the destruction of Camp Dyea, Alaska, from forest fires. It is as follows:

Vancouver Barracks, Wash., Aug. 3, 1899.
Adjutant General, Washington:
Capt. Hovey reports destruction of Camp Dyea from forest fires on 23th. He reports no injuries to men. Some subsistence and quartermaster's supplies destroyed. Amount not yet determined. He succeeded in moving command and supplies to Skagway.
M'CAIN,
Acting as Assistant Adjutant General.

TELEGRAPH TO DAWSON.

Communication With the Gold Fields Greatly Facilitated.

Under date of September 22 Consul Dudley of Vancouver informs the State Department that the telegraph line from Skagway to Dawson has been completed and is now in operation. The nearest point to Skagway reached by telegraph, adds the consul, is Cumberland or Comax, British Columbia. It is stated that arrangements will be made for steamers to call at Comax to deliver messages brought from Skagway, and on their north-bound trips for messages to be delivered at Skagway. This places Dawson within about two and one-half days by telegraph.

Mr. Dudley has also been informed that officers are at work surveying a line from Ashcroft, on the Canadian Pacific railway, via Quesnelle, British Columbia, to Telegraph creek, in the valley of the Stickeen river. As soon as the survey is completed it is expected that a telegraph line will be constructed; a branch line to Atlin, British Columbia, from Lake Bennett will also soon be in operation.

SHE WANTS THE EARTH.

Great Britain's Claims in the Alaskan Boundary Dispute.

From the Review of Reviews.

The British contention is:

First. That the "pass called the Portland Channel" did not mean what is now called Portland Canal, but what is now known as Behm Canal, which they claim was formerly called Portland Channel.

Second. That though the Russians ran the line a uniform ten marine leagues from the coast—as though there were no distinct range of mountains parallel to the coast, there is, as a fact, a range of mountains parallel to the coast, the crest of which should have been followed.

Third. That in case there were no range of mountains the ten marine leagues should have been measured, not from the line of salt water, but from the outer coast-line of the islands or from the ocean, that being meant as the coast.

Fourth. That even if there were no distant range of mountains and the line was accepted as ten marine leagues from the coast, it should be ten leagues from a meandered coast-line and should cut across the mouths of the narrow channels and inlets with which the coast of Alaska is indented, leaving the harbors at the head of these inlets in the possession of Great Britain. Sir Wilfrid Laurier, Premier of Canada, stated in the Canadian Parliament in reply to a question relative to the Alaskan boundary: "According to our construction of the treaty of 1825, the boundary line should follow the crest of the mountains nearest the coast, passing over bays and creeks and inlets which are territorial waters."

After making all these contentions, it is reported that Great Britain took the position before the commission that while she was by right entitled to all the territory these various constructions of the treaty would give her, she was willing to sacrifice them all and as a compromise receive just one harbor—the best one on the Alaskan coast. And the refusal of the Commissioners on behalf of the United States to accede to their request caused a suspension of negotiations on the part of the commission.

It has been said that Great Britain's policy in international disputes is to claim everything in sight and then have a margin upon which to make concessions when effecting a compromise. In the Alaskan boundary dispute her claims are without foundation, and the concessions she offers should not be considered, as they represent no sacrifice. She proposes to concede to the United States that which belongs to the United States, in order to get from the United States, on the principle (so often invoked in international compromises) of mutual accommodation, a concession at once valuable to both nations.

LONG TRIP IN ALASKA

Harriman Scientific Expedition Reaches Seattle.

AFTER JOURNEY OF 9,000 MILES

Valuable Geographical Discoveries Made in Addition to the Collection of Specimens in Zoology, Botany, and Ethnology—Birds and Mammals Hitherto Rare Found in Large Numbers—Extensive Fjord and Glacier Discovered.

Seattle, Wash., July 30.—The Harriman Alaska expedition returned here to-day on the steamer George W. Elder. The expedition, both from a scientific and pleasure point of view, was an entire success. A journey of over 9,000 miles was made. The party left Seattle May 31, sailing northward through the inside channel, stopping at Victoria, Wrangel, and Juneau, reaching Skagway June 6. From here the members of the expedition went over the White Pass to the headwaters of the Yukon. Returning to Skagway, they sailed for Glacier Bay, where several days were spent studying the glaciers and making collections.

Sitka was visited next day. Three days were spent examining the old town, climbing some of the neighboring mountains, and making collections. From there the party steamed to Yakutat Bay, going to the extreme head of the bay, and examining and mapping the glaciers about it. Several days were devoted to an exploration of the little known Prince William Sound. At the completion of its work there, the party proceeded to Cook Inlet, and later, on its way westward, a party of scientists was left at Kukatat Bay, North Kodiak Island, to make collections on the Alaskan peninsula, which, up to that time, had never been visited by naturalists. Kodiak and Wood Islands were then visited. The Fourth of July was celebrated while the steamer was in the harbor of Kodiak.

In the Bering Sea.

From there the route was westward, via the Shumagin Islands, where a party of naturalists was left until the return of the vessel. They passed through Unimak Pass into the Bering Sea to Unalaska, the Pribilof Islands by the way of Bogoslof volcano, and then into Plover Bay, in Siberia. From Plover Bay the party crossed to Port Clarence, on American soil, and from there went to St. Lawrence Island, on the way steaming around King Island and later visiting Hall and St. Matthew Islands, returning to Seattle over the same route followed on the journey northward.

Large collections were made in vertebrate and invertebrate zoology and in botany, geology and ethnology. Many birds and mammals hitherto rare were found in considerable numbers, and it is altogether probable that many new invertebrates are included among the collections made. The geographical results of the expedition are considerable and important. New waters were entered and explored, and many new glaciers discovered, studied, and mapped.

New Fjord and Glacier.

An extensive fjord hitherto unknown, and a splendid glacier running into it at its head were named by the geographers of the expedition after Harriman. The geologists had many opportunities of studying the rocks and of investigating the action of the glaciers. It was found that most of the glaciers which have hitherto been known and explored are retreating.

In Siberia and also at Port Clarence, the Eskimo were found in their primitive condition, living in huts made from the bones of whales and covered with skins and traveling in boats of skin. At Port Clarence a great number of them had gathered to meet whalers, which were lying there awaiting the arrival of the supply ship, then overdue. Several of the whalers had already provided themselves with natives and with dogs for their long cruise into the Arctic. Several thousand photographs were taken, and these will be a revelation of magnificent scenery even to those who have seen the better known portions of Alaska. With unusual good fortune, unobstructed views were had of both St. Elias and Fairweather ranges.

The Policy of Canada Severely Criticized at Home.

OTTAWA, Jan. 9.—The outspoken criticism of the Canadian Minister of the Interior's Yukon policy by Mr. Oliver, M. P. for Alberta, who is also a staunch supporter of the Laurier Government, has created quite a sensation in political circles here. Mr. Oliver said: "The news that the mounted police force in the Yukon is to be increased to 250 men seems to indicate that the Dominion Government intends to depend upon force rather than justice in that region. If the history of the mining regions in British Columbia is any guide, the result will be a series of disasters."

small number of police is sufficient for the support of law and order in the Yukon, provided the laws are based upon the principles of justice. If the laws are not based upon justice, then a military force is needed, and that is what the Canadian Government intends to supply.

"The unreasonable nature of the mining regulations is the cause for such a large body of police in the Yukon. The cost of support of this number of men will be enormous, for the first year or two not less than \$2,000 per man, or a round \$500,000 a year. This will absorb 10 per cent. on a yearly output of \$5,000,000. Without an effort to get the royalty the police would not be necessary in such numbers, when the conditions of the country are taken into consideration. Even if the yearly output should reach \$5,000,000 there is not the remotest possibility of the full amount of royalty being collected by 250 men, even if the attempt to collect does not render necessary the employment of many more men and the expenditure of more millions. This expenditure is rendered necessary, not by the conditions of the country, but by the policy of the Government."

NEW ALASKAN DISCOVERIES

Glowing Stories of the Wealth in Gold and Copper on Some Islands.

TACOMA, Wash., Jan. 9.—What are described as mountains of rich gold and copper ores have been discovered on Gravina, Annette, and Revillagigedo islands, on the southeastern Alaska coast. Solis Cohen, who has returned to Wrangell with a party of prospectors, says of these islands:

"Certain it is that fortunes await their practical and intelligent development. It seems extravagant to speak of mountains of ore, but that is exactly what characterizes these islands and also Mary and Prince of Wales Islands. Hundreds of thousands of tons of ore, practically ready for the smelter, may be shipped without putting a pick beneath ground. The ledges extend from the beach to the base of the mountains near the centre of the islands, and vary in width from 10 to 50 feet. These ledges at times rise in fantastic shapes like the ruins of ancient castles, and all carry precious metals. Strip them anywhere and the metal is laid open. We opened ledges and gold was plainly visible in the white quartz. All this is above the surface, all indications being that still richer rock will be found beneath the surface."

On Gravina Island the ore is principally copper, showing up well in free gold. On Revillagigedo, especially about George Inlet and Helen Bay, very rich free milling ledges have been located. Otherwise these mammoth deposits are all unclaimed. Cohen's description has caused much excitement at Wrangell and Juneau, and many locations will be made within a few weeks. The ledges are comparatively easy of access. All these lands have landlocked deep water harbors, with ideal mill sites and waterfalls to furnish power for stamp mills.

KLONDIKE INDUSTRIES.

A Seamstress and Her Husband Are Making Lots of Money Without Any Digging.

SPOKANE, Wash., Jan. 9.—A letter has just been received here from Dawson City from Mrs. Archie Hammell, who accompanied her husband to the Klondike to dig for gold. They found all the ground taken up, and, as Mrs. Hammell was an expert seamstress and tailor, she began to make fur mittens and caps for the miners. Then she branched out on moccasins and money-bags and parkies, a peculiar garment like a woman's dress skirt, which is made of denim, with a hood for the head. It is worn over all coats to keep off loose snow and dampness. Her husband tans skins and cuts out garments, and they are getting rich.

THE EVENING ST.

THE COPPER RIVER VALLEY

Captain Abercrombie Describes a New Way to the Klondike.

Gateway Opened to a Route From Salt Water to the Interior— Chances for Investors.

Capt. W. R. Abercrombie, 2d United States Infantry, who is now in this city making preparations for an exploration of Alaska next summer, has made the following statement in regard to the discovery of an "all-American" route to the Klondike:

"I made the start at Fort Valdez, Prince William sound, and went through to the mouth of the Tenenna river, and then to Belle Isle, close to the boundary line of the Yukon river. I found the all-American route starting from Fort Valdez, going through what is known as Keystone pass in the Coast Range mountains, crossing the Copper river at its junction with the Klutena river, and thence crossing the big bend of the Copper river in almost a direct line to the confluence of the Slahna river with the Upper Copper river. Leading from the Slahna over into the Tenenna valley we found a number of passes; crossed the Tenenna at the mouth of the Tetling, thence over to the headwaters of the Forty Mile; down the Forty Mile to O'Brien creek and up O'Brien creek and over the divide to Eagle City, a distance of about 385 miles. The greatest altitude crossed on this route was between 3,000 and 4,000 feet, a lower gradient than that of any other pass into Alaska.

The Copper River Valley.

"The Copper River valley was found to be an ancient lake bed, which averages 70 miles in width and about 200 miles long. It is a succession of terraces from the mountains on each side, and terminates in an abrupt escarp at the river bank. Where streams have cut through these terraces a black soil is shown from a depth of four to six feet. Native grasses, berries and flowers are found in great quantities, and of a most luxuriant growth. Some of the finest currants I have ever seen grow in the greatest profusion. Gardens planted in the latter part of May yield until the first part of September all of the usual garden truck and in some instances fairly good potatoes. It was found that the drainage of the land greatly affected the growth of this garden truck. Those who selected their garden sites on sloping soil, with a southern exposure, had extremely good results, while those who planted on the low, soggy, flat ground made a failure. I regard the agricultural features of the Copper River valley as very bright, and consider that there are great opportunities for the hay rancher in raising hay for the supply of forage for the pack animals.

"The great mistake of people who went to Alaska last summer was in not taking pack animals. We have experimented with all kinds, and find the Montana range pony to be the best adapted. He ought to carry about 250 pounds. All supplies should be put in about fifty-pound packages and double sacked.

"Sugar should be sacked with canvas outside and a paraffine sack on the inside. This adds somewhat to the cost, but repays the purchaser, for the reason that he gets his goods into the interior without damage. Last season the prospectors purchased thousands of dollars' worth of trash which they afterward threw away. We found such articles as fur coats, cheap shoes, books of various descriptions on mining and medicine chests strewn a distance of ninety miles. For persons contemplating a trip to Alaska the very best articles should be purchased, regardless of cost.

The Proper Outfit.

"In a general way I might say an outfit should consist of a sou'-wester slicker and a pair of rubber boots for wet weather. For winter heavy woolen underclothing and horsehide shoes such as used by our expedition were made by a man named Smith in Philadelphia; a rubber shoe with a leather upper, canvas clothing, blanket (lined), fur-lined gloves, German socks and snow packs. These snow packs should be large enough to admit of putting a thin layer of very fine grass or hay in the bottom. It is absolutely necessary to keep a man's feet from freezing, that his socks should be kept soft and pliable. The feet require greater care than any other portion of the body. There are now at Fort Valdez seven or eight men who will be crippled for life because they did not pay proper attention to their footgear.

"The minerals of Alaska show strong indications of developing. There will probably be some sensational placer diggings discovered during the next year in American

territory. There have been locations made of some very promising copper properties, and it is possible that quicksilver, galena, iron and coal will be located and recorded during the coming season.

Chances for a Poor Man.

"The chances for a poor man to make a fortune in Alaska are not encouraging, owing to the fact that transportation is so expensive and labor so high. To the poor man I would say wait until the operator has developed the quartz claims, which he will do within a few years, and then venture in. To the small farmer who wants to raise hay and grain, I would say I believe there is a fairly good field waiting development in the Copper River valley. If the government can build a military trail through the Coast Range mountains to the Copper River valley I believe it will have solved the question of settling central Alaska by opening a gateway from salt water to the interior over which the small operator with his few head of cattle can enter and leave the country without exorbitant taxation over toll routes.

"Fort Valdez is a beautiful harbor, almost landlocked, and accessible at any time of the year. It is almost a direct line from Prince William sound to Belle Isle on the Yukon river. If the trail through the Keystone is properly constructed beef cattle can be driven from Fort Valdez to the interior of the country without difficulty. The route which we have discovered is much shorter than any of the others and is far more accessible. We do not have the trouble of going over the glaciers and other almost insurmountable difficulties."

Transporting Alaskan Mails.

Postoffice Department officials gave considerable time last winter to the calculations of a mail route by which "Eagle Postoffice" on the Yukon River in Alaska could be reached from Valdez without traversing Canadian territory. It was hoped by this means to avoid concessions to the Canadian authorities in transporting Alaskan mails. An inspector was detailed, accordingly, to accompany a War Department expedition under command of Captain Abercrombie, which traversed this country last April. Inspector C. L. Wayland, who was selected for the detail, has just submitted his report. His position is that until the War Department has established garrisons along the proposed route it is impracticable to attempt the delivery of mails by way of American territory only. The report is in the form of a diary, gives the topographical conditions of the entire route, is very long, and contains much interesting comment. Mr. Wayland is expected to arrive in Washington this week for a conference on the subject with the Postmaster General.

Youtie's Contribution
Nov 14 "SLOYD." 1889

Acting on the conviction that our boys and girls need a more complete education,—one that shall combine work for the hands with work for the mind,—a well-known benevolent lady of Boston is introducing into some of our schools a system of instruction in carpentry known by the Swedish name of Sloyd, or, as it is spelled in Swedish, "Slöjd." This word, which cannot be accurately translated into English, is borrowed from Sweden because the peculiar method of manual training which it represents has been brought to its highest development in that country.

Following the suggestions of great European thinkers upon educational subjects, a Finlander, Cygnäus by name, succeeded, in 1858, in introducing manual training into the normal schools of Finland. It was not long before a similar system was introduced into Sweden, where the name of Sloyd was given to it. A man of wealth in that country, Mr. August Abrahamson, gave not only of his time and money to introduce the system, but contributed a fine estate at Nääs, upon which schools were established.

This estate, originally a "court land," with a fine old castle on the summit of a hill, is now dotted with buildings and cottages for the use of the children and the country people who are taught in the school, while the land is given up to the cultivation of fruits and other products for their benefit.

The Swedish Government has extended the system so that there are now about seven hundred schools in Sweden where Sloyd is taught with other ordinary common-school studies.

The attention of Americans was first drawn to this system by the lectures of Miss Alli Trygg, a Finnish lady. Mrs. Shaw, the Boston lady already mentioned, who had already established many kindergartens, sent to Sweden for a teacher, obtained the necessary equipments, and started a Sloyd class in the North Bennett Street Industrial School in

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with Tagish Lake, and derives its name
from a very distinct trail which has been

the effort to pass the mighty waters of the
about exhaust their remaining

...and afterward another in a different part of the same city, at the Watch Street Chapel. These classes are held for the most part in connection with the regular school work.

The method employed is this: The pupil is first taught certain fundamental rules, together with the use of tools and the bench. Then a small piece of rough wood is given him, out of which he is told to make a wedge, after a model shown him. The wedge must be just so long, so wide and so thick, and all the cutting must be done with a knife. When it is completed, the instructor notes any mistakes, and tells how to avoid them. The wedge is then made again.

After this comes another model, and then another, each a little larger or more difficult than the one before it, and each calling for a different tool, or some new point in carpentry, such as dovetailing, rounding, or bevelling. There is no partial work, for whoever begins a model must, by his own efforts, finish it.

The work belongs to the scholar when it is completed, and this is often of material benefit to poor pupils, since the models range all the way from a wedge to a cabinet.

The object of Sloyd is not so much to teach a trade as to supply an incentive for good work and application. Under its influence work becomes a source of real pleasure as well as a means of education and health.

Knowing how to use the hands in one way leads to learning how to use them in other ways, that is to say, it makes one handy. The planing and sawing strengthen the lungs and broaden the shoulders at the same time that the general training renders the student fresher and more receptive to mental instruction.

THE MAIL AND EXPRESS, Broadway and Fulton St., New York

SATURDAY EVENING, NOV. 13, 1897.

The Real Hero of Alaska.

The return of Dr. Sheldon Jackson, the United States General Agent of Education in Alaska, and the near approach of his annual application to Congress for funds with which to carry forward his work for the ensuing year, should lead to a far greater public and Congressional interest in his efforts than they have hitherto been able to command. When the history of that vast territory in the frozen North shall have been written by the light of an assured development, the figure of Sheldon Jackson will loom heroic in its pages, as one whose broad humanity, willing self-sacrifice, indomitable determination and Christian faith made him a pioneer of civilization in a land which all save his few devoted lieutenants shunned till the greed of gold led them to face rigors and perils far exceeding those embraced in the appeals of the gentle and daring missionary.

The work of Dr. Jackson, begun a decade ago in the face of most discouraging circumstances, was long regarded by the general public as the sentimental undertaking of a visionary. Our statesmen at Washington, who saw no likelihood of making political capital out of the new and barren Territory, turned an unwilling ear to the request for funds, when they did not sneer. Dr. Sheldon Jackson was voted a bore by Congress; and not until private aid had enabled him to demonstrate in a minor way that it was possible to recreate the conditions of life in so remote and unpromising a region, did he succeed in augmenting appropriations which are still woefully inadequate for the fruition of his plans.

Despite the outrageous neglect of this courageous missionary, who has forced the recognition of the government and now enjoys the protection of association with the Bureau of Education, he has proved himself far wiser than those who regarded him askance. His assertions regarding the possibilities of the Alaskan

Indians and settlements have been vindicated. He has proved the extreme sensibility of the natives to civilizing and educational influences, and the value of their friendship and co-operation in commercial development. He stubbornly insisted upon the introduction of the Siberian reindeer as the crying need of the hour, until he carried his point. It is long since he declared that Alaska, save in the northern latitudes, possessed agricultural possibilities which should be investigated and encouraged by the government in the interest of the Territory and of the Nation which had assumed responsibility for its condition. In this, too, he was ignored—yet this is precisely what the government has now done, since the Klondike craze has led to great privation and a demand for some means of local relief.

Throughout the past decade Dr. Jackson has proved not only his right to high rank in the missionary world, but the possession of a statesmanship and economic wisdom more far-seeing than those of his critics in Federal affairs. His time has come to meet Congress with a plea that is a command. He stands among the gold hunters as a giant among the pigmies. His name will always head the list on Alaska's roll of honor.

The Daily Alaska.

*Skagway.
June 4, 99.*

The parents of the pupils of Skagway's public school, as well as the citizens generally, have reason to feel proud of the very efficient work done by Miss Clayson and Miss Latimer during the school term just closed in bringing the children to their present state of perfection in their several studies. This was delightfully exemplified at the closing exercises given last Friday afternoon which were attended by all the leading people of the town, their number taxing the seating capacity of the school building.

The teachers, assisted by the pupils, had decorated the platform from which the exercises were held, in a very artistic manner. Streamers of red, white and blue were festooned along the back of the platform with a number of American flags gracefully looped at the back and sides of the platform. To enhance the patriotic effect and teachings on the pupils a number of portraits of distinguished heroes of the late Spanish war, framed in red, white and blue bunting were placed against the wall back of the platform. Evergreens advantageously placed, decorated the rear part of the room while the front of the platform was banked with several rows of potted plants and flowers. The effect was very pretty and added to the charm of the fresh young voices in the delivery of the several songs and pieces. While the program was long, it was made interesting from first to last, and rendered even more so by the ambition displayed and earnestness with which the pupils entered into their work. Space precludes the

possibility of going into the detail of every number, to single any one out for praise would be an invidious comparison on the whole. Let it suffice to say that all acquitted themselves, according to their ages, in a delightful manner and to the entire satisfaction of teachers and audience.

Song—"America" By school
Recitation—"A Child's Troubles"
..... Edith Feero
Recitation—"The Stars"..... Nellie White
Recitation—"Baby"..... Ollie Agee
Song—"Catch the Sunshine" By school
Recitation—"Only a Bird".....
..... Nellie McGee
Recitation—"Manhood Town".....
..... Charles Lester
Song—"Brother Row"..... By ten girls
Recitation—"The Robin and chicken"
..... Hazel Holbrook
Recitation—"The Call"..... Willie Feero
Song—"Would you Like to Know"....
..... By three girls
Recitation—"Pussy Grey".....
..... Marie Lupton
Recitation—"My Week"..... Rosie Perl
Song—"Come Little Leaves".....
..... By primary grade
Recitation—"A Boy's Trouble".....
..... Frankie Marburger
Recitation—"My Week"..... Rosie Perl
Recitation—"Dolly's Broken Arm".....
..... Ethel Luke
Song—"Mill May" By School
Recitation—"I'm Little but I'm Spunky"
..... Hinman Perl
Recitation—"The Lost Doll"
..... Neida Dedman
Recitation—"Smile Through Your
Tears"..... Lotta Carmichael
Song—"A Farmer's Song"..... By six boys
Recitation—"Tommy's Wishes".....
..... Tommy Luke
Duett—"Sweet and Low"
..... Lottie Clayson and Nellie McGee
Recitation—"If I Didn't Forget".....
..... Frankie Feero
Recitation—"You ask Me Why I
Am So Bad"..... George Anderson
Recitation—"Kittie at School".....
..... Bertha Serr
Song—"Red, White and Blue".....
..... By School

* * *
The Skagway public school has made an excellent record for itself during the term just closed, the credit for which is due to the earnest work of the two teachers notwithstanding the many drawbacks in lack of conveniences, books, limited means, etc., they have been laboring under, and it is to be hoped that the government will arouse itself to the necessity of doing something more for the next school term in Skagway than it did for the last.

*Springfield Republican
June 2, 1899*

The Civil Service Order and the Indians.

Next to Alaska, the Indians came nearest to being imperial responsibilities of any which the United States had borne previous to the recent expansion. Elsewhere we call special attention to the way the president has treated Alaska in his latest civil-service order. Let us now attend particularly to his treatment of the Indians, "the nation's wards." Among the classes of officers which the executive has now tossed back to the spoilsmen are these:—

Superintendents of irrigation in the Indian service.

Superintendents of logging in the Indian service.

Five special Indian agents, as authorized by law.

Special agents for the allotment of land in severalty to the Indians, as the necessity for their employment may arise.

Special commissioners to negotiate with Indians, as the necessity for their employment may arise.

Engineers to make surveys of reservation boundary lines and surveys at Indian agencies, as the necessity for their employment may arise.

Examiners of Indian timber lands, as the necessity for their employment may arise.

One financial clerk at each Indian agency to act as agent during the absence or disability of the agent.

Indians employed in the Indian service at large, except those employed as superintendents, teachers, teachers of industries, kindergartners and physicians.

In the exemption of some of these classes of officials from civil-service regulations, a justification may be urged. It is easy to see that a financial clerk who may be called upon to act as the agent temporarily should be a man whose financial honor the agent could trust, and, therefore, such an employe may well be left to the agent's personal choice. But what necessity is there for exempting such classes as surveyors, superintendents of irrigation, examiners of timber lands and superintendents of logging? The Indian uprising in Minnesota last summer was primarily due to the frauds practiced upon the Indians in the matter of their timber lands. Are they likely to receive any better treatment with the Indian civil service opened still wider to the politicians?

But the main point is that while the government is setting up colonial governments in distant places, where the price of success in administration is the application of civil-service reform principles, it should be tearing down the barriers against spoilsmen which had been laboriously erected to protect the one dependency and those uncivilized wards already under the nation's control.

Springfield, Mass., June 2.—A SURRENDER TO THE SPOILSMEN

A chorus of apology for the president's sweep of 4000 offices back into the muck of the spoils system is rising from the administration press. Those who are imperialistically inclined, however, should study the executive's order before giving to it their unqualified approval. There are two paragraphs that bear upon the program of dependencies, colonies and empire. "Except the requirements of examination," says the order, are:—

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long one, and the friends of war will have many an opportunity to emasculate or destroy the arbitration scheme. Yet the growing power of the idea was never more obvious than in the great prominence it assumes at The Hague. It is the common feeling, apparently, that arbitration must be the next step in advance.

Charles J. Bonaparte's declination to serve as one of the vice-presidents of the anti-imperialist league of Baltimore is of a piece with the changed attitude of Charles Francis Adams. The faint heart fails from the fight; the instinct of conformity overcomes him; reformer as he so long has been, he surrenders, and accepts the ironical counsel of Jesus: "Make to yourselves friends of the mammon of unrighteousness, that when ye fail, they may receive you into everlasting habitations." The position is: Since the United States has done wrong and committed all the people to that wrong, let us accept the results of our national misstep, and help the authors thereof out of their hole by falling into it. Not thus is any good cause advanced. If the nation has been misled by evil counsel in the interest of mammon, if covetousness have gained possession of our representatives, and they have betrayed our principles, and committed us to violation of the radical basis of our life,—then the more reason why we should refuse to yield those principles and condone this departure. It is forward that we should move, and not sink conviction in expediency. There will be plenty of time to accept the inevitable when the people have declared that this is inevitable, and to save what we can of the

STRIPPED BY BUZZARDS

Post. Mar. 24
Remains of Admiral Villamil
Identified by Gen. Wood.

SKULL, BONES, AND CHAIR FOUND

Supposition that Villamil, Who Commanded Spanish Torpedo-boat Destroyers in Battle Off Santiago, Was Taken Ashore in Dying Condition from the Pluton and Tied in Chair—Held Subject to Orders of the Spanish Government.

Santiago de Cuba, March 13.—Yesterday Gen. Leonard Wood, Military Governor of the Department of Santiago, in the presence of the Adjutants General of the department, Col. Beacon and Capt. Gilmore; of Capt. Scott, Captain of the Port, and other officers, positively identified the remains of the Spanish officer discovered a few days ago among the rocks on the shore, about four miles west of El Morro, as those of Admiral Villamil, who commanded the Spanish torpedo-boat destroyers in the naval battle which resulted in the destruction of Admiral Cervera's squadron.

Accompanied by the officers named and by others, Gen. Wood went in a tug to investigate personally as to the truth of the report that the body of a Spanish officer had been found, tied in an armchair, at the point designated. The report proved well founded.

Bones Around the Chair.

Nearly opposite the point where the wrecked torpedo-boat-destroyer Pluton lies Gen. Wood found an armchair with ropes around it; a skull, bones on the ground, and the ragged remnants of the uniform of a Captain in the Spanish Navy. It was evident that the buzzards had stripped the bones of flesh.

It is understood here—though as to this there is no certainty—that Admiral Villamil was taken ashore from the Pluton in a dying condition, tied in an armchair, and the supposition is that he died immediately on reaching the shore, the body being left abandoned among the rocks, where it remained undiscovered until a few days ago.

Admiral Villamil, it is known, was wounded in the right arm and left leg. Gen. Wood put the bones together, showing the unmistakable marks of wounds in these places. The identification was in every respect complete. In the pockets of the coat was found the fleet countersign for June 26, signed by the late Capt. Oviedoy Bustamante, then Admiral Cervera's Chief of Staff.

Remains Brought to Santiago.

Col. Beacon and Capt. Gilmore carried the arm chair, the tattered uniform, and the bones, tied together by a handkerchief of the dead officer and one of Col. Beacon, to the tug, which lay about four miles off.

The identification caused a sensation among the Spaniards here, as Admiral Villamil was one of the best known strategists in the Spanish Navy and a man held in high esteem by his countrymen.

Gen. Wood, through the War Department, will notify the Secretary of State of the finding the remains, so that these can be removed to Spain, if the Spanish government so desires. Pending final disposition, they will be kept at the arsenal here. The tattered uniform will also be held subject to Spain's wishes. The armchair is at present in charge of Capt. Scott.

Rev. Sheldon Jackson's Thrilling Description from Alaska.

Earth Opened in Time to Swallow a Tidal Wave Which Threatened to Destroy Village—Lake Split in Twain Carries Away Miners.

Port Townsend, Wash., Sept. 24.—Concerning the recent earthquake along the coast of Alaska, Rev. Sheldon Jackson, educational agent for Alaska, writes as follows from Yakutat, under date of September 17:

"The first shock was experienced on Sunday, September 3, but being slight, caused no alarm. During the following five hours there were fifty-two distinct shocks, culminating at 3 p. m. in a shock so severe that people of Yakutat were hurled violently across their rooms, or, if outside, they were thrown to the ground.

"Panic-stricken, the inhabitants regained their feet and attempted to flee to the hills, only to be again and again thrown to the earth, all the while shrieking, rolling, and running, as they sought safety. Gaining the hills and looking seaward, they were transfixed with horror as they saw a great tidal wave, apparently a wall of water, thirty feet high, approaching with the speed of a race horse, that would engulf their village and sweep away their homes. Before the shore was reached the earth opened in the bottom of the harbor, and into this chasm the tidal wave spent its force, and around it the sea swirled like a great maelstrom. This saved the village from destruction.

"Near Hubbard glacier, on Disenchantment Bay, were camped three miners, A. Fleur, W. Rock, and J. W. Johnson, and a mile from them, at an elevation of sixty-four feet above the sea. Messrs. T. Smith, Cox, and son, J. Falls, and D. Stevens. When the heavy shock of Sunday, the 16th, was experienced, the Fleur party had rigged a machine, and were taking the oscillation of the earthquake's waves, when, without a moment's warning, they were thrown violently across the tent. At the same moment a large fresh water lake back of their camp and about forty feet above it, was split open, and the waters were thrown upon the camp, and before the miners could regain their feet, they were being swept out to sea. Then, at almost the same time they were met by a tidal wave, which picked them up, and not only washed them ashore, but over hill forty feet high. The crest of a divide

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RISE AND FALL OF DYEA

How Uncle Sam Is Losing Trade in the Klondyke.

TROUBLE ABOUT THE BOUNDARY

One Town un-American Enough to Want to Be Set Off Into British Territory—
Competition in Freight-carrying Over the Divide Is Very Keen—Samples of Canadian Aggressiveness and How Tariff Is Made to Turn Trade from Tacoma.

Staff Correspondence Tacoma News.

Berner's Bay, Alaska, July 1, 1899.

The last hours at Skagway were devoted to an invitation dance given to the officers of the ship and their friends, and to packing away the souvenirs, in the form of nuggets, spoons, photographs, &c., which the good people of the city showered upon their visitors. Some of the members of the party, including Gov. Brady, were also initiated into the Arctic Brotherhood, a purely Alaskan secret society, which puts its members to the test in climbing the trail and crossing the range in much the same manner as all good Shriners have to cross the hot sands of the desert. The organization is not yet a year old and has 2,000 members, with camps at Skagway, Lake Bennett, Atlin, Dawson, Circle, and St. Michael. There is a strong bond between the members, and to the initiated the trail and the arctic winters of the interior have no terrors. The initiation fee and advance dues amount to \$13.

Dyea a Dead Town.

Friday morning Gov. Brady said good-by, and George Brackett joined the party for a trip to Dyea and Haine's Mission. Dyea is only two or three miles over the mountain, and just around the point of the peninsula opposite Skagway. One year and one month ago there were 5,000 people in the town, and it was almost impossible to pass along its main streets. To-day the houses are nearly all vacant. Thomas W. Wallace, a former Tacoma bank official, and his gang of teamsters constitute the population of the city. Dyea has a finer natural townsite than Skagway, and from the tide flats there is a nine-mile perfectly level stretch back toward the interior, where Tacoma capital has invested \$100,000 in building a bucket line aerial tramway eight and one-half miles over the summit. This is now in operation, and at present is carrying the bulk of the freight over the summit of the Chilkoot Pass. The rate to Bennett is the same as the railroad rate to Skagway, 5 cents a pound. Each bucket carries 400 pounds in weight onward and upward at a rate of four miles an hour. Nearly four-fifths of the interior-bound freight now goes by the Dyea route, although it will be different as soon as the White Pass road is completed to Lake Bennett, which will be by the time this letter is published. Freight now arriving at Dyea is subjected to a charge of \$2 a ton wharfage, and 35 tons were received on the day of the visit. The wharf extends for 4,000 feet to deep water, and was built at a cost of nearly \$100,000. From the wharf the freight has to be hauled nine miles by team to the tramway. No machinery or article over 400 pounds' weight may be placed in or lashed to the buckets, and at northern terminal it is transferred by pack train to Lake Bennett. Another transfer from boat to pack train has to be made for five miles around White Horse rapids, and from thence it is clear sailing by boat or scow to Dawson.

No Fear of Competition.

The White Pass Railway people at Skagway say as soon as they pull off their construction trains at Lake Bennett this week and can handle the traffic

offered, the Dyea aerial tramway will be as dead as the town. The tramway people say on the contrary they can extend their line indefinitely at a cost of \$10,000 a mile, and can operate it for \$150 a day. It is capable of putting thirty-five tons over the summit every day, and the claim is made it can be operated for a year at an expense about equal to the cost of keeping the White Pass Railway free from snow in the winter time. A rumor is in circulation that the railroad will soon acquire the tramway in order to cut off all opposition, but this is both denied and doubted. Neither of the governments will allow excessive transportation rates to be charged over either, and a rate of 25 cents a mile for passengers and 5 cents a pound for freight to Lake Bennett is not now considered exorbitant.

The few people now residing at Dyea, only the force required to operate the tramway and do the teaming to its terminal, have signed a petition and are in favor of granting their port to Canada. This would give Canada a sea outlet to their rich interior territory, and would wipe out the customs regulations. It would revive Dyea and make it an important seaport, but it would be at the sacrifice of American shipping and American interests on the Pacific coast and elsewhere.

Canada Gains the Trade.

Even now, more than 75 per cent. of the merchandise going into the Yukon district is from Victoria and Vancouver, B. C., and is delivered in British bottoms. One year ago the figures were reversed, and American traffic was in the lead. The people of Dyea say this makes little difference, as the goods are nearly all bought in Tacoma or on Puget Sound and pay the customs duty at Victoria. The goods are shipped in bond across the American territory from Skagway and Dyea to the Summit and Lake Linderman, where they are released and again enter British Columbia territory. The bonding in transit privilege makes it desirable to purchase the goods at Victoria or Vancouver, for if imported from Tacoma the customs duties are based on the value of the goods on the Sound. If purchased at Skagway, the customs duties at the Summit would be based on the local value of the goods, which amounts to a considerable increase when the cost of transportation 1,000 miles northward by sea is added. Practically all the trade Americans get is in perishable goods, which are not allowed to be shipped in bond, and are consequently bought nearer the point of consumption. If the bonding privilege were removed, it is argued, it would result disastrously to Victoria, for then it would be to the advantage of the interior merchant to buy on Lynn Canal. Victoria is the seat of British Columbia government and power, hence the bonding privilege is not likely to be removed.

The argument that Americans ought not to complain so long as they sell the goods on the Sound and our government reaps the benefit from the trade is good only so far as it applies to manufactured articles. The Canadians are not buying for the Yukon trade oats, wheat, and such products of the soil as they can themselves produce.

Under present conditions Skagway is only a freight house through which inter-Canadian traffic passes. If the Skagway or Tacoma merchant wishes to sell a bill of goods to a customer on the American side of the upper Yukon, he is compelled to give a bond at Skagway guaranteeing the non-delivery of the goods on Canadian territory. If he cannot put up a bond, and many cannot, he must put up the cash. If he puts up the cash the Skagwayans say he is lucky if it is ever refunded to him. It is claimed that the American merchants wishing to send goods through Canada to their own possessions are handicapped and deliberately swindled in the manner above mentioned, although this statement cannot be verified. There are many apparently sincere statements made in Alaska that are not exactly truthful, to put it as mildly as possible.

Sample of Canadian Gall.

There is, however, the one well authenticated case of a Canadian official who appealed to George Brackett in the days of the toll road to look after his wife and children who were soon to arrive, and see that they were escorted comfortably and expeditiously over the trail. When they landed at Skagway Mr. Brackett took one of his best teamsters from his construction work, and had him convey the wife and children through to Lake Tagish in comfort.

In many places the teamster had to carry the children on his back. The service was one of courtesy, and no charge made.

was made. When starting on the return trip the teamster was told his team was across the line, and must pay duty. Notwithstanding his protests, a payment was enforced which was equivalent to the confiscation of the horses. This sum was collected by mounted police under direct command of the man whose wife and children had been delivered to him without expense and at a considerable sacrifice of time and money.

Another story is told of an American boarding-house keeper who found when the mounted police moved down from Lake Bennett to the summit, that his tent was just over the line and subject to duty as American goods. He replied he bought the tent on the spot, and did not know where it was made, but would willingly pay the duty or move over the line. "No you won't, but your tent will be confiscated," was the alleged reply and subsequent line of action.

He'll Get Hit Some Day.

Canadian officials as a rule are gentlemanly and courteous to a high degree, but there are exceptions among Canadians as well as among Americans, and the exceptions seem to be stationed in the vicinity of the disputed boundary line. Her majesty's mounted police maintain an office in Skagway, and apparently with no more authority than if located in Boston. One of the number strides up and down the streets and fairly elbows American citizens off the sidewalk in his arrogance. He wears a broad-brimmed cowboy hat, trousers with a broad yellow stripe, and cartridge belt and side arms. His great spurs rattle a defiance as he clatters along the streets, and his manner and presence are both offensive.

A Skagway citizen expressed it well when he said: "England has been a great civilizer; her sympathy and help has been acceptable more than once, but whenever she gets a chance to put on the screws and dares to do so, she gives the thumbscrews a pretty hard twist. We appreciate her sympathy voluntarily given during the late war, but that is no reason why we should make her a present of an inch of territory that does not belong to her."

Skagway is a live town and American to the backbone. Dyea is a dead town and willing to become a Canadian port. Pyramid harbor is no town at all, but is the one possible site for a city that Skagway fears. If it is necessary to make concessions, Skagway is afraid Pyramid harbor may be seized upon by the Canadians.

THE CRUISE OF THE BEAR.

Many Destitute Miners Rescued by the Revenue Cutter.

Captain Shoemaker, Chief of the Revenue Cutter Service, received a report yesterday from Lieut. D. H. Jarvis, commanding officer of the cutter Bear, giving a long account of the cruise of that vessel in Alaskan waters. The report was dated at St. Michaels July 20. It is devoted mainly to the story of an attempt to buy reindeer and carry them to points in the northern part of Alaska, where the animals are needed by the settlers. The Bear left Dutch Harbor on June 8 and after touching at Petropaulovski proceeded to General Skobelev Harbor, where 112 reindeer, including several young ones, were taken on board the vessel. Two days were spent in gathering 285 bags of moss for the subsistence of the reindeer on the voyage. Many of the animals were taken sick and some of the calves died of no other disease than simple seasickness. It was hoped to land the animals at Point Reindeer and deliver them to Artisanlook. It proved to be impossible to make a landing, however, and the Bear proceeded to Port Clarence. There a landing was made. Thirty of the reindeer had died and all were more or less affected by the rough voyage.

The Bear vainly attempted to make a landing at Cape Prince of Wales on the 16th of July, but the effort was given up on account of rough weather. The Bear met the revenue cutter Thetis in the strait

weather Mt. Elias can be seen from here, but on this occasion a heavy fog obscured the view.

It forms the connecting link with Tagish Lake, and derives its name from a very distinct trail which has been made by bands of caribou.

of British Columbia. The journey from the sea, the effort to pass the mighty waters of the canyon about exhaust their remaining strength, and never enter the expanse of

near St. Lawrence Bay. Surgeon Call, of the Bear, had been ill for some time, and Surgeon Hawley, of the Thetis, was transferred to the Bear to care for him. The Bear returned to Port Clarence on the 17th on account of rough weather. At that port a seaman, named Temple, from the whaling bark Mermaid, San Francisco, was arrested for stabbing a fellow seaman, named Crutchfield. At the same place a native, named Aoruk, was arrested for the murder of Frank Boyd, a miner, on the Noatok River, in August, 1897. This murder was a most flagrant and deliberate one and great excitement has been caused among the natives because the murderer openly boasted of his crime and constantly engaged in thievery and outlawry.

Arriving in the vicinity of Behring Straits, many stories were heard of terrible suffering among the people. Scurvy broke out among them in the spring of 1898 and many deaths resulted. About 300 people were encamped at Hotham Inlet in a distressed condition. Surgeon Hawley and Lieutenant Bertholf were sent to this camp and they returned to the vessel with thirty-two persons who were affected with scurvy. Some of these would not have survived long without medical attendance. From 225 to 250 persons were still in the camp. Many of them had little or no food and no means with which to procure it. All the destitute were brought to the vessel. Assurance was given to the people ashore that if they did not succeed in getting away before the vessel's return they would be taken out by the Bear. There was plenty of food for the use of those left at the camp.

Lieutenant Jarvis describes the rush of people to Kotzebue Sound in search of gold as a most deplorable affair. Misled by false information and advertisements, many totally unfitted to stand the hard conditions and climate rushed to the country during the open season of 1898. During the winter they found no gold whatever, and in the spring they sought every means of escaping from the region, some going up the Koaak River to the Koyukuk, and passing down to the Yukon; others going out on the numerous small vessels that wintered at Hotham Inlet, when the ice broke up, and still others working along the shore for Cape Nome, in dories and all manner of small craft. Many were drowned in the swift currents of the rivers in the fall of 1898. Others lost their lives during the winter from the cold, and, worst of all, in the spring scurvy broke out in nearly all the camps. Lieutenant Jarvis enclosed with his report a list of forty-eight deaths. These he gathered from the people at Hotham Inlet, and he has no doubt that there were many other deaths that could not be learned. He apprehends that many of those who started coasting along the shores for Cape Nome lost their lives in the ice and bad weather.

STARVING MINERS RESCUED

Good Work of C. D. Lane's Steam Yacht Townsend.

Stories of Suffering Among Those Who Were Hunting Gold in Alaska.

SAN FRANCISCO, October 9.—The steam yacht Townsend, owned by C. D. Lane, the millionaire miner, has arrived here from Cape Nome. She brought down several miners who had with them considerable gold dust. Capt. Wicks of the Townsend made a trip to Kotzebue sound from Cape Nome in July and rescued seventy of the men who had gone there in the hope of finding gold. They were on the point of breaking down from the want of food and proper clothing, and would undoubtedly have perished miserably if Lane had not sent his yacht to remove them to Cape Nome. Eighty-three others were taken to St. Michael by the revenue cutter Bear.

Most of them have scurvy and many had lost hands and feet by being frozen. It is thought that the men rescued by the Townsend will recover in the milder climate of Cape Nome.

The trading schooner Bonanza arrived yesterday from Point Barrow and Point Hope, Alaska, with a cargo of whalebone, ivory and furs. She saw the revenue cutter Bear at Point Barrow, and reports that Capt. Jarvis had in irons two prisoners, a white man and a native, both charged with murder. Both were arrested in Kotzebue sound. The white man is an American, a newcomer in the district, who is believed to have murdered another miner. The Indian is one of the chiefs of his tribe, and is charged with a number of murders of white men for the purpose of robbing them of their outfits and supplies.

Capt. Jarvis of the Bear is making a search for a white man who incited a native to shoot at the missionary at St. Lawrence Island. The captain of the Jessie, who died near Port Clarence over a year ago, apparently from natural causes, is now thought to have been murdered and some suspicion attaches to a Norwegian who now lays claim to the schooner, and also to two natives. Search is being made by the Bear for two miners near Point Hope, whose sledge was followed by natives, who surprised and killed them for their supplies. The Bonanza passed through Amoukhta Pass, September 17 and 18, and saw two volcanoes which showed signs of activity, one at Amoukhta and the other on Yamaska Island.

JARVIS' TRIP OF RESCUE

Scores of Gold-seekers Saved from Death in Alaska.

HAD BEEN LURED TO A HARD FATE

Eighty-odd of the Most Helpless Brought Down to St. Michael, Leaving Over Two Hundred Still at Kotzebue Sound—the Cutter Bear to Make Another Trip to Bring Out Any More Who May Desire to Return—A Boy's Slayer Arrested.

Capt. Shoemaker, of the Revenue Cutter Service, yesterday received a report from Lieut. D. H. Jarvis, the commander of the revenue cutter Bear, containing an account of the rescue of the gold-seekers who rushed into the Kotzebue gold country, Alaska, in the summer of 1898. Lieut. Jarvis was taking the Bear north to Cape Barrow on her regular trip. At Cape Prince of Wales he learned of the awful destitution which had overtaken the gold-seekers at Kotzebue Sound. On arrival there he found a terrible condition of affairs. Men had died of starvation, scurvy, and by drowning, and he obtained a list of forty-eight deaths. But the list is by no means complete. This list has been published in The Post. Over 1,000 of the gold-seekers had wintered there.

The Bear, after relieving as much of the distress as possible and leaving stores, lime juice, &c., for the survivors, took eighty-two of the survivors to St. Michael, where they were turned over to the military authorities. Lieut. Jarvis' report is dated July 30, at St. Michael. He reported that he left between 225 and 250 survivors at Kotzebue Sound. He informed the department that he would proceed to Cape Barrow, and upon his return would touch at Kotzebue Sound and pick up any who desired to return with him. Lieut. Jarvis says:

The Lieutenant's Report.

"First Lieut. Bertholf and Surgeon Hawley were sent to the camp at Hotham Inlet. They returned on the morning of the 23d with thirty-two sick and convalescent, all affected with scurvy. Some of these were in a very low condition, and the

chances are they would not have survived many days without medical attendance. From 225 to 250 people were still in the camp. Some had plenty of food and means of paying their way out. Returning to the camp, Lieut. Bertholf and the surgeon brought all those in a destitute condition or without means—forty-eight men, two women and an infant, making eighty-three persons in all taken from the camp. It was not possible to take any more at that time, but assurance was given the people ashore that if they did not succeed in getting away before the vessel's return they would be taken out by the Bear.

"There were plenty of provisions for the use of those remaining, many of them having a year's outfit, and the only sick person remaining was a Mrs. Smith, whose case was so serious that she could not be moved, and she was being cared for by Mr. Robert Samms and wife, Quaker missionaries at that place. Lime juice and medicines and fresh provisions were sent to Mr. Samms for distribution if needed.

"The bark Alaska, of San Francisco, was expected to arrive, and the steamer Townsend passed in as the Bear left. The charterer of the Townsend, Mr. C. D. Lane, assured me that he would take out all who wished to go. Many if not all will be able to leave by these two vessels, but upon my return from the arctic I will clean the beach of all who remain.

Disastrous Rush for Gold.

"The rush of people to Kotzebue Sound was a sad, deplorable affair. Misled by false information and advertisements, twelve thousand people, many totally unfitted to stand hard conditions and climate, rushed to the country during the open season of 1898. During the winter no gold whatever was found, and in the spring they sought every means of escaping from the region.

"Many were drowned in the swift currents of the rivers in the fall of 1898, others lost their lives during the winter from the cold, and, worst of all, in the spring scurvy broke out in nearly all the camps. I inclose a list of forty-eight deaths. These are all that could be gathered from the people at Hotham Inlet, but I have no doubt that many others occurred that were not recorded or could not be learned. I apprehend also that many of those who started coasting along the shores for Cape Nome may have lost their lives in the ice and bad weather. The two brothers Pickering, of Princeton, Ky., in the list, were killed by a native named Kokamuk, on the Selawik River. These men are given a bad character by the other people, and are said to have killed one Mardis, of Santa Rosa, Cal., for his money. Kokamuk could not be found, but from native reports the killing was done in self-defense, as the Pickerings were shooting at him at the time for some trivial offense. I will investigate the affair further upon my return.

"The schooner Gen. McPherson was met off Cape Espenberg on the 22d instant, and Second Lieut. Ballinger and Seaman Rossig were placed on board to take her to St. Michael, but she was fallen in with off Sledge Island, on the 26th, and towed to 'Name,' Norton Sound, and there turned over to Special Deputy United States Marshal D. H. Swift. The master, Jens B. Neilson, was arrested by Deputy Marshal Swift on a warrant for piracy, and was brought on board, together with his family, for transportation to this port.

Boy's Slayer Arrested.

"A stop was made at Point Rodney on the night of the 25th, and it was learned that Nubarloo, the native who had killed the boy, at Point Spencer, on the 15th instant, had passed that point the same morning. A native camp was found a little further on, on the 26th, and Nubarloo was found in the camp and arrested. Upon arriving at this port on the 27th the United States steamships Corwin, Rush, and Nunivak were found in port. Arrangements were immediately made with Capt. Walker, U. S. A., commanding Fort St. Michael, and the sick and destitute from Kotzebue were landed and turned over to him.

"The stores of the United States steamship Nunivak were delivered to her on the 28th, and on the 29th the prisoners were taken before the United States Commissioner. Samlok (Capt. Jack) was sentenced to six months' confinement, and Aseruk Nubarloo and Frank A. Temple were bound over for trial before the United States District Court at Sitka, Alaska.

"Surgeon Call's condition is such that he was landed on the 26th instant, the Alaska Commercial Company having kindly provided quarters and the attendance of their medical officer. I enclose list of people received on board at Kotzebue Sound, and copy of receipt for skins and clothing bought and turned over to the United States steamship Nunivak."

In concluding his report, Lieut. Jarvis said he would go to Point Barrow and return to Kotzebue Sound about September 10.

Has a Record for Bravery.

Lieut. Jarvis is the revenue marine officer who distinguished himself in the winter of 1897-98 by leading a relief expedition from Tunnuak, 300 miles below St. Michaels, to Point Barrow. Over 1,500 miles of snow and ice, in the dead of winter, he pushed an expedition for the relief of the ice-imprisoned whalers at Point Barrow. He arrived there with almost 500 reindeer after four months of almost indescribable hardships. It was the only arctic relief expedition ever attempted in midwinter. For his heroism on that occasion the President recommended that Congress give him a vote of thanks and award him a gold medal.

WILD OVER A GOLD STRIKE.

May 15, 99. Times.
Fortunes Lying Loose on the Surface of Cape Nome.

Tacoma, Wash., May 14.—John Lackstrom and F. W. Randelin, employees of the Alaska Commercial Company, are the first men to arrive from St. Michaels since the wonderful gold strike at Cape Nome, between Norton Bay and Behring Straits, on the American mainland. They bring the full details of the strike that set St. Michaels wild, and will cause several steamers to make directly for Cape Nome as soon as the ice leaves Norton's Sound.

They bring many interesting letters from which the following sentences on the richness of the country are taken: "Twice as big as a Klondike," "two hundred dollars a day without sluice boxes, and we could double it with them."

One miner ended an order for \$80,000 worth of supplies with this statement: "Before you can get this stuff here I will have more than enough money to pay your bill."

"I have got a little lumber," writes another, "and have put up a store and dwelling. I will give these away by the time the first boat gets in as I will have more gold than I know what to do with. Three men, using rocker, and one shoveling, took out \$103 in one day. Six men with two rockers took \$620 out of Anvil and Snow Creeks in five hours."

There seems to be no doubt of reality of the strike and its richness. Every detail has been well confirmed. Two clerks of the North American Transportation and Trading Company who came over from St. Michaels in October washed out \$8,000 in ninety days. Numerous creeks pay \$15 to \$220 daily per man. Many do not wash dirt but simply pick up nuggets in sacks. All boats tied up at St. Michaels have been deserted by their crews.

Other strikes are reported twenty-five miles north of Cape Nome. Gold is found from grass roots down, and the bedrock is but six feet from the surface. The country is very cold in winter. There is absolutely no timber wood for fire and mining purposes, and it must be hauled from drift that gathers on the shores of Behring Sea. These strikes are causing great excitement on Puget Sound. Hundreds of miners will leave for Cape Nome in June and July.

ARRIVALS FROM ALASKA.

The steamer City of Seattle, arriving on Sound last night from Skagway, Alaska, had among her passengers Lord Hamilton of the British nobility; Frederick Haggard, a relative of Rider Haggard, the author; A. H. Bromley, an eminent English mining engineer, and the Rev. Sheldon Jackson. The latter spent the evening with Mr. and Mrs. C. E. Adams, in the North End. He says a deserter from a whaling ship has taken out \$100,000 at Cape Nome, and one of his reindeer herders whom he employed at \$25 a month has taken out \$40,000.

EARTHQUAKES IN ALASKA.

The Land Submerged and the Sea-bed Raised.

SEATTLE, Wash., Sept. 20.—An earthquake of exceptional violence has shaken the Alaskan coast from Lynn Canal to the Aleutian Archipelago. The news of the disturbance came this evening from passengers and officers of the steamer City of Topeka, September 14, from Juneau, to which point the information was carried by the westward steamer Dora.

There were two distinct earthquakes, one on Sunday, September 3, and a second on Sunday, September 10. The latter created the greatest havoc. In and about Yakutat the earth rocked like a cradle. Several islands, notably Kanak, situated about 100 miles or more off Yakutat settled from twenty to twenty-five feet. Indeed, it is reported to be almost entirely submerged at low tide. At the terminus of a long, narrow strip of land extending into Yakutat Bay the Indians and Russians maintained a burying ground. This has disappeared, being marked only by a Catholic cross, which rises a little above the water's surface at high tide. While the islands and mainland have settled from twenty to forty feet, the seabed appears to have been forced up a corresponding height, rendering portions of the waters between Yakutat and Juneau, formerly of safe depth, no longer navigable.

WEIRD EARTHQUAKE STORY

Post. Sept. 25, 99.
Rev. Sheldon Jackson's Thrilling Description from Alaska.

Earth Opened in Time to Swallow a Tidal Wave Which Threatened to Destroy Village—Lake Split in Twain Carries Away Miners.

Port Townsend, Wash., Sept. 24.—Concerning the recent earthquake along the coast of Alaska, Rev. Sheldon Jackson, educational agent for Alaska, writes as follows from Yakutat, under date of September 17:

"The first shock was experienced on Sunday, September 3, but being slight, caused no alarm. During the following five hours there were fifty-two distinct shocks, culminating at 3 p. m. in a shock so severe that people of Yakutat were hurled violently across their rooms, or, if outside, they were thrown to the ground.

"Panic-stricken, the inhabitants regained their feet and attempted to flee to the hills, only to be again and again thrown to the earth, all the while shrieking, rolling, and running, as they sought safety. Gaining the hills and looking seaward, they were transfixed with horror as they saw a great tidal wave, apparently a wall of water, thirty feet high, approaching with the speed of a race horse, that would engulf their village and sweep away their homes. Before the shore was reached the earth opened in the bottom of the harbor, and into this chasm the tidal wave spent its force, and around it the sea swirled like a great maelstrom. This saved the village from destruction.

"Near Hubbard glacier, on Disenchantment Bay, were camped three miners, A. Fleur, W. Rock, and J. W. Johnson, and a mile from them, at an elevation of sixty-four feet above the sea. Messrs. T. Smith, Cox, and son, J. Falls, and D. Stevens. When the heavy shock of Sunday, the 16th, was experienced, the Fleur party had rigged a machine, and were taking the oscillation of the earthquake's waves, when, without a moment's warning, they were thrown violently across the tent. At the same moment a large fresh water lake back of their camp and about forty feet above it, was split open, and the waters were thrown upon the camp, and before the miners could regain their feet, they were being swept out to sea. Then, at almost the same time they were met by a tidal wave, which picked them up, and not only washed them ashore, but over a hill forty feet high, landing them on the crest of a divide.

FACTS ABOUT ALASKA.

Wash. Star. March 2, 1899.
Data of the Military Explorations of the Territory Compiled.

For the first time the government has compiled a history of the great territory of Alaska, bringing the explorations made by army officers up to date, and including an elaborate description of the physical resources of the territory. The compilation, when published, will make a large octavo volume of about 500 printed pages. The material was supplied by the War Department, under the direction of Assistant Secretary Melklejohn, to the Senate, which had charged the committee on territories by resolution with obtaining all the data on the subject of the military explorations of Alaska and the lines of communication, and natives in the possession of the government. Senator Carter, chairman of the committee, presented the report of the committee, which, he states, was delayed in order to include the reports of the military expeditions which were sent out by the Secretary of War last year.

In his report Senator Carter says: "The compilation of accurate data on the material resources of Alaska has become a public necessity. In view of this fact, the Secretary of War has placed before the people of the United States, through Congress, all the material on the subject in his possession. This consists mainly of the several expeditions into Alaska under the direction of the military arm of the government, beginning with that of Lieut. Raymond in 1869, and including as well the expeditions which were subsequently made by Brigadier General O. O. Howard in 1875, Lieut. Frederick Schwatka in 1883, Lieutenants Ray and Abercrombie in 1884, Lieut. Henry T. Allen in 1885 and the expeditions of Capt. Ray and Lieutenants W. F. Richardson and E. H. Wells in 1897, down to the more recent and more important reconnaissances made by Captains Abercrombie and Glenn in 1898. The reports of these military explorations and reconnaissances of military explorers of Alaska, eleven in number, have for the first time been carefully revised, rearranged and collated by the War Department in the form of narratives, something unique, and which has never before been accomplished in a government work. The story of each member of the expeditions is tersely told. And your committee believe that the compilation will prove to be the most comprehensive that has thus far been undertaken by the government, and will extensively add to our present knowledge of this colossal domain of the United States."

MINERS TO LEAVE CAPE NOME.

A Report to the War Department of Conditions There.

The following despatch was received at the War Department yesterday from Major General Shafter:

SAN FRANCISCO, Sept. 20.

Following just received:

Fort St. Michael, Alaska, August 31.

Adjutant General, Department of Columbia:

"I report that I have just returned from Anvil City, and am able to send this report by steamer Nelson, that sails within an hour. I find at Anvil and along the beach between 3,000 and 3,500 people; fully 2,500 of these will be compelled to leave there before the close of navigation, owing to lack of fuel and shelter. From all I can learn here there will be three steamers here to return before the season closes. Unless the people can get away there will be great suffering and probable loss of life, which I will be unable to ameliorate. As a rule all have plenty of money to pay their passage. I therefore suggest that the transportation companies be warned of the condition of affairs, and that the Treasury Department be asked to send cutters there as late as possible, to meet any emergency. The Cape Nome district is one of the richest ever discovered in our country, and will rival the Klondike. The beach washing is a God-send to the destitute stranded here. There are from 600 to 1,000 people along the beach, and they are taking out from \$10 to \$250 per day per man with rockers. The gulch district is as yet not fully developed, but shows great richness wherever worked. I look for great results next season. Will make a full report from Fort Egbert. I shall sail from here to that point tomorrow.

RAY,

Major, Eighth Infantry, Commanding District."

I have notified the transport people here of the amount of patronage they can expect if they have ships at Fort St. Michael to bring people down.

SHAFTER, Major General.

RELIGION ON THE YUKON.

THREE CHURCHES AT DAWSON AND A FOURTH PROMISED.

STRUGGLES OF THE PRESBYTERIANS—AN ALTAR

MADE WITH A POCKETKNIFE—FIGHTING

A MIDNIGHT BLAZE—BEAUTIES OF

THE GREEK CHURCH.

Correspondence of The Boston Transcript.

Sin does not have everything its own way in Alaska, by any means, and every man is not devoted to the occupation of gold-seeking. Many people are surprised when told that Dawson City has three churches, and that the Methodists soon expect to establish a fourth. Those already organized are well supported and accomplish much in the way of charitable work, and in the long, cruel winter there is always need of benevolence. The most provident have sometimes a period when misfortune seems to pursue them.

Of course, the greater portion of the population, as in all mining camps, has no use for churches, though the British Sabbath is fairly well observed, and many attend divine service for the simple reason that there is no other place to go. Then there is a class in whom religious feelings have long been dormant; yet when brought in close touch with nature, individual helplessness and contact with the mighty elements touch the heart and prepare it for the teaching of religion in the churches. There is something about the calm mountains, and what Joaquin Miller so fittingly expresses as "the silence of the room" that makes a man either rock-
less or reverential.

MISSIONARIES ARE LIBERAL.

While the various missionaries along the Yukon are naturally zealous, they are for the most part liberal and practical in their conceptions of theology, else they would have little effect upon the people with whom they come in contact. Most of the pastors now in Dawson City came up the river from the camp at Forty Mile, having followed the exodus of their respective flocks, who stampeded when the discovery of gold on the Klondike was first reported. Good old Bishop Bompas, whose missionary work among the Indians is well known, has been in the country thirty years or more.

The Episcopal church of Dawson City is situated near the outskirts of the town. It is a small structure, seating about seventy persons, and is comfortably furnished. The rector has been in the country only two years. He went direct from London to Circle City, and then to Dawson City, where he is extremely popular.

The Presbyterian church, with no bishop to bless its first efforts, and lacking the support of the British constituency, had a struggle in its early existence. When the two laborers in the vineyard, sent by the Presbyterian Board of Home Missions, arrived in Dawson City, lumber was scarce and hardly obtainable at any price. After many difficulties and discouragements a small building was secured on Front-st., for seven months, at a rental of \$350, payable in advance. The only furniture that could be obtained was of the rudest sort, and even this cost \$200. Twelve joints of stovepipe were purchased at an expense of \$18, and each window-sash was worth \$10. But it was a meeting-place, and the church was always warm and comfortable. A circulating library was started, and an effort made to offer an attractive place for the miners in the hope that it would keep them from the saloons.

To meet the heavy rent, the upper floor was divided into six rooms 8x10, and these were readily sublet to lodgers at \$20 a month each. But what seemed a substantial business arrangement soon met with disaster. For one cold night in November, 1897, one of the lodgers came home drunk, and, setting fire to his room, the structure was burned to the ground. Not only were the furniture and books completely destroyed, but, of course, there was no insurance, and the rent, which had just been paid, was likewise a total loss. But the minister, with true missionary faith and courage, continued services in Pioneer Hall.

A permanent church organization was effected last Easter Day, and persons of many denominations joined. It was not necessary for those who wished to unite with the church to subscribe to the Westminster Confession of Faith, but simply express a belief in the life, character and teachings of the Lord Jesus Christ, and agree to do all the good possible for their fellow-men in Dawson City and its vicinity. If at any time churches of other denominations were established there a member could receive a letter of withdrawal and unite with his own church. Surely there was a broad foundation for the Christian unity which so many are hoping for, and perhaps great results in the way of a broader charity may have their beginning in the first Presbyterian church established in the Far North. A house of worship has not yet been built, but the congregation has erected a hospital which was sadly needed.

THE ROMAN CATHOLICS.

The first Roman Catholic church of Dawson City was a large structure, built of logs, at the north extremity of the town. The seats were merely rough boards placed on stumps. The pastor made the altar himself, doing most of the work with an ordinary penknife. At first there was no glass for the windows, but heavy white muslin was tacked to the frames, and though the thermometer was often 60 degrees below zero, two large stoves kept the church comfortable. Like all other Catholic churches, it was always open.

At Easter window glass was put in and an organ loft, with a simple railing around it, built in the rear. The organ was a small one, sent up from one of the missions down the river, but owing to the many good voices in the choir the masses were rendered finely, especially those at Christmas and Easter, when a violinist volunteered his services. The young woman who played the organ was one of the three ladies who formed the feminine part of the Presbyterian congregation in the first winter of its existence.

About 1 o'clock Sunday morning, early last June, the people of Dawson City were awakened by the cry of fire, an ominous sound at all times, but especially terrifying in a town of tents and resinous log cabins. There was a sickening roar of flames and the rush of hurrying feet. The first cry was that the hospital was on fire, and hundreds of strong men, trained by a life of danger to think quickly, grabbed their blankets and a pail and ran to the fire. Every one gave a sigh of relief when it was found that the church and not the hospital was blazing so fiercely. But the latter was in danger, and to save the sick there must be instant action. While some hastily removed the suffering men, others formed a line and passed pail after pail of water to those on the roof of the hospital, pouring it on the blankets stretched over the roof and into the fierce furnace below. It was a terrible fight while it lasted, but it was soon over, and while every one felt sorry to have the church destroyed, a prayer of gratitude went up that the helpless men in the hospital still had their refuge.

Thanks to the generosity of one of Dawson City's wealthiest miners, who gave \$40,000, the church has since been rebuilt and is better in every way than the first one.

Only those who were in Dawson City last spring and saw the sick constantly cared for can appreciate the untold good accomplished by Father Judge and his assistants. Men of all creeds and of no creed at all helped the good Jesuit priest, for he is greatly beloved for his unselfish and untiring efforts in behalf of the needy and unfortunate.

Recently the Sisters of St. Anne, who were stationed at the Mission of the Holy Cross, have arrived to take charge of the hospital. They will be a valuable acquisition if they accomplish half of what they have done at the mission. The results of their teaching may be seen in the condition of the native children. But the traveller on the Yukon marvels no less at the spiritual works performed at the mission than at its wonderful garden. The little settlement is sheltered from the sharp winds by a bend in the river, and a small space of level ground is carefully cultivated. Of course, only the hardiest vegetables will grow in the short summer, but the spot of green is a feast for eyes longing for the well-tilled fields left behind in the States.

THE GREEK CHURCH.

The Greek church of the Russian mission on the lower river is the most artistic edifice on the Yukon. This mission was founded one hundred years ago. This is set on a hill, and is very picturesque with its two domes, each surmounted with a gilt cross. The walls are painted white, the roof red, and the domes green. The effect is very pleasing, especially when seen for the first time in the summer, when the green grass is growing about it, with the green hills beyond, and the brilliant sunshine flooding everything. The interior is attractive and immaculate. The chandeliers of old silver, or an alloy of silver, are quaint in design. The screen back of the altar is a fretwork of white wood picked out in gold, with small medallions of saints in gilt frames. On the walls are eight large paintings, four on each side of the screen. There is one of the Virgin, one of the Saviour, and the others of various saints. Either they were painted by a skillful artist, or time has softened the pigments, for the colors are soft and beautiful, and there is an artistic blending in the whole interior that is particularly grateful to the traveller who has been a long time in the wilds. The Russian priest stationed here has a refined face of great spiritual beauty, and is adored by the Indians, to whom he ministers.

The men who have given up home ties and the comforts of civilization to wrest a fortune from the frozen earth may have to endure great hardships, but it is a small matter in comparison with those of the men and women of refinement scattered along the river who have voluntarily buried themselves in the wilderness to work for their fellow-beings and the glory of God.

PLEA FOR AN EXCLUSIVE CHURCH.

From The Kansas City Journal.

A number of Episcopalian clergymen of the wing known as High Church have formed a society, and said, for the purpose of keeping out such objectionable persons as Dr. Briggs. They are undoubtedly sincere in their efforts, and have the best of the argument when it comes to a frank statement of facts and beliefs. But what occurred to us is that these gentlemen may have hit upon the measure that all good church people have been seeking these nineteen hundred years. The force of the element of perversity in human nature is known, but not always reckoned with. Perhaps Christians have been too eager to get outsiders in. Let these Episcopallians try their experiment, and form their church into a close and exclusive society, giving out the impression that it is very difficult to get in. It may turn out that this is just the attraction that the unregenerate have missed, and that the gates of this New Jerusalem will be beset all the day long and most of the night with aristocratic sinners trying to gain admission.

FOOD RESOURCES.

HOW THE NATIVES LIVE. WHITE MEN WENT THERE.

From The Seattle Post-Intelligencer.

With the prospect of another rush to the frozen North in consequence of the reported gold discoveries at Cape Nome, on the bleak and barren shore of Norton Sound, comes renewed interest in the food question in Alaska. No man in Seattle, or indeed, in the United States, probably, has devoted more attention to this subject than Dr. J. P. Sweeney, of this city.

When, in 1897, the rush to the Klondike began, Dr. Sweeney began collecting information regarding the foods suitable to sustain human life in the sub-Arctic regions. Coming in contact as he did with numerous gold seekers on their way to the North, he had abundant opportunity to make inquiries of them concerning their food supplies, and later of talking over with returning Klondikers and pioneers of the Yukon country the food question, then of greatest interest on account of the threatened famine in the Yukon.

One of the pioneer gold seekers Dr. Sweeney was fortunate in meeting was George W. Carmack, the discoverer of the Klondike, and from him he gathered much interesting information concerning the habits of the Indian tribes on the Yukon and the white men who long before the discovery of the treasure hidden beneath the frozen moss and gravel of the Klondike Valley lived with them and shared the hardships of their daily life.

"Some of the things that Carmack told me," said Dr. Sweeney yesterday, "were entirely new to me, and all very interesting. One of the things I have always been anxious to know was how the white men lived who hunted and trapped along the Yukon in the days when it was thousands of miles to the trading posts and civilization. Carmack explained to me.

"We were compelled," he said, "to do just as the Indians did. In the summer time, besides game and fish, we ate berries, for Alaska is the home of all sorts of berries. And besides these we obtained other substitutes for the vegetables of civilization. The principal of these were grass roots, certain small bulbs or tubers and the inside bark of various trees.

"In the winter we ate fish, meat and berries, which the squaws dried in the summer and stored away. Then also the little bulbs I have mentioned came in very handy. I have forgotten now what they were called, but they, as all old Alaska men know, form the principal food of the timber squirrels of that country during the winter.

"It was by riding the hoards of these little animals that we obtained our supply of the bulbs in the winter. Their hoards are always to be found in a solitary spruce tree in a thicket of stunted pines. That was the way in which we located them. The reason for this I never knew.

"As a substitute for bread—of course, the Indians then had no flour—we ate a species of pudding made of the blood of the game we killed, boiled with dried berries and sometimes with the little bulbs from the squirrel hoards.

"I asked Carmack how the Indians in those days obtained salt for their meat. Every one knows that, to a white man at least, salt is a necessity, and not a mere flavoring matter. In answer Carmack told me something that was entirely new to me. He said that the Indians made it a practice not to throw away the water in which they boiled their meat, but allowed it to remain in the kettle. In the course of a short time, he told me, the water or broth would become extremely salty, and could then be maintained at whatever degree of saltness was deemed desirable by the addition of fresh water to replace some of the salt broth dipped out and thrown away.

"A little thought will make it plain that Carmack's story is perfectly plausible. The blood contains small quantities of salts, among them the salt we call common salt, chloride of sodium. By evaporation these salts were concentrated until they became sufficiently plentiful to flavor the meat boiled in the solution, and then the desired end was attained.

"Of course, the practice of leaving the same water in the meat kettle for days would not appeal to a white man on the ground of cleanliness. Still, if one had no salt the Indian plan would not be one to scorn. I would recommend any one who intends going into uncivilized countries to bear the process in mind. It might prove valuable in case of emergency.

"Another novel practice of the Indians related to me by Carmack was their plan of boiling meat without a kettle. It was their custom, he said, when without a proper vessel for cooking to take the stomach of the animal killed—deer, moose or bear, whatever it might be—and, dividing it into halves, sink one of the halves in a hollow dug in the ground deep enough to accommodate it.

"A withe of willow bent in a circle and placed inside the rim of the hemisphere served to keep it from collapsing. Then water was placed in the sunken half and a fire built. In the fire small stones were heated redhot and dropped into the water, causing it to boil. Then the meat was placed in the vessel and kept boiling until properly cooked by the addition of more heated stones from time to time.

"The other half of the stomach, by the aid of a couple of withes, was fashioned into a pail in which to carry water for cooking purposes, one of the withes being fastened inside the rim and another attached as a ball.

"Jack Dalton, who was one of the pioneers of Alaska and the discoverer of the trail which bears his name," continued Dr. Sweeney, "gave me some interesting data concerning the habits of the Indians and white men who lived with them in the early days of the Territory. Dried fish, he told me, he had found to be the most satisfactory food when game and fresh fish were not to be obtained.

The Indians, he said, were accustomed to pound the dried fish up into a paste with dried berries, and used it to the exclusion of nearly all other foods in the winter.

"It is a noteworthy and interesting fact that to this very day dried fish and dates, pounded into a paste together, form the principal food of a large number of the semi-civilized peoples living along the barren shores of the Red Sea. By them it is called pile, the final vowel not being silent, but sounded like an 'a.' 'Peela' is the way they pronounce the word.

"It is rather startling to find almost precisely the same food used by the uncivilized Indian of Alaska on this side of the globe."

TRUTH ABOUT ALASKA

Army Officers Report on the Klondike Region.

STAKED FOR SPECULATIVE PURPOSES

Work Being Done Only to Hold the Title.

LAND OF THE FAR FUTURE

Secretary Alger has transmitted to Congress a complete report on the relief work of the War Department in the Klondike country, undertaken under act of Congress, as a result of reports that extreme distress among the miners followed the influx to the gold country during 1897-98. It embraces the detailed reports of Capt. P. H. Ray and Lieut. W. P. Richardson, who had charge of the relief work. Many of the military reports have not before been given, and as a whole they present a comprehensive review of the Klondike situation.

The last of the military reports is from Lieut. Richardson, and is dated July 7 last. It sums up general conditions as follows:

Good Order in Dawson.

"The output of gold from the Dawson district for the past winter's work ('97-'98) will not exceed ten millions of dollars, more conservatively estimated at from seven and a half to eight millions. I should judge the population of Dawson to be, at the time I left, from twelve to fifteen thousand, by far the larger part of whom are still living in tents. Small boats arrive continually from the upper river, averaging, during one twenty-four hours, in which they were counted, one for every eight minutes.

"Most of the small boats coming down bring a surplus of provisions, including fresh vegetables, eggs and fruit, and it is to these small but numerous additions to the supply of the commercial companies that the people owe their comfort at the present time. A few of the prevailing prices at Dawson, which obtain with slight modification at Circle and other points, are: \$2.50 for the plainest meal (ham and eggs, bread, butter and coffee). Beefsteak costs extra—this is sold to the restaurants at \$2 per pound. A stew of fresh oysters, \$3. A restaurant wine card gives: Champagne, \$40 per quart, \$20 per pint; ale, \$5 per bottle. A pair of horses, wagon and driver earn \$10 per hour; a good cook, \$15 per day; ordinary labor, \$1.50 per hour. These prices impress me as out of all proportion to the output of money from the country, the present abundance of supplies there and the limited field of labor.

"Only a small proportion of the people now there can find steady employment, and that phase of the situation is growing daily worse. The streets are thronged with a crowd of idle men. Many belong to the class who are not looking for work, and these, many of whom will doubtless float down into our territory, will become a

troublesome and dangerous element as the winter approaches, unless controlled. It must be said to the credit of the Canadian mounted police that Dawson has been, and is today, with all its motley population and vicious elements, a most orderly and law-abiding town. Contrary to report, I found comparatively little sickness there."

Some Average Temperatures.

Lieut. Richardson also tells of the extent of prospecting, the new leads being worked, the new towns springing up, etc. As showing climate conditions to be contended with, he says:

"The following average temperatures were taken during the winter and spring:

For the month of—
November, 1897, 18° F., taken 8 a.m.
December, 1897, 8° F., taken 8 a.m.
January, 1898, 24° F., taken 8 a.m.
February, 1898, 29° F., taken 8 a.m.
March, 1898, above 6° F., taken 8 a.m.
April, 1898, above 30° F., taken 12 m.
May, 1898, above 40° F., taken 12 m.

"The coldest single day was January 16, when the thermometer registered minus 62 degrees. The coldest period of seven days was from February 16 to 22, exclusive, when the thermometer showed an average of 50.1-7 degrees below. No severe weather was experienced after the end of February."

Need of Roads.

In Capt. Ray's last report, dated May last, he said in part:

"I deem it of the greatest importance for the development of the country that roads should be opened, so as to enable the people to enter the country not only from the Yukon to the open sea in our own country, which is of the greatest importance, but to enable miners and prospectors to get into the interior with their supplies. Under existing conditions persons can enter the country only by the one great highway—the Yukon river—and they cannot hope to be landed at any point in Alaska earlier than July 1.

"The gold bearing districts are from 50 to 150 miles back from the main stream. There are not any summer trails except foot trails, and provisions and mining tools can only be transported on the backs of men.

Rush of People Not Justified.

"I do not find anything either in Alaska or Northwest territory to justify the great rush of people to that country, or the enormous investment now being made in transportation, trading and mining. In Northwest territory no discoveries of extraordinary richness have been made since that of the Klondike, and the claims are almost entirely confined to Bonanza, Eldorado, Dominica, Honka and Sulphur, with a few claims on Bear creek. In this district all rich claims are well known and held at very high prices, and while the whole country has been staked, it has been done for speculative purposes and no work is being done except such as is necessary to hold a title until they can be sold to the unwary newcomer or disposed of in the states for corporation schemes. Captain Constantine of the Canadian northwestern mounted police is my authority for denouncing the movement as a fraud.

"In the absence of any other industry, except cutting wood for the river boats, I do not see anything in the future for over 90 per cent of the people now flocking to that country but disappointment and suffering. Even those who obtain employment at \$1.50 per hour find that after deducting the cost of food, packing, candles, etc., they do not net to exceed \$2 per day, and they tell me it is barely enough to tide them over the idle season.

"Up to date no paying mineral loads of either gold or silver have been discovered in north Alaska, so far as known.

Development Will Be Slow.

"I am now fully satisfied that in the near future Alaska will be the source of great wealth, but the development will necessarily be slow owing to the climatic conditions. I recommend the early introduction of horses, mules and cattle, and extra inducements should be held out for the development of agriculture, in the valley of the Lower Yukon especially. Wild hay can be obtained there in great abundance, and oats, barley and spring wheat can be successfully cultivated, as well as potatoes, turnips and all the more hardy garden vegetables, all of which would be required for many years to meet the local demand, and by reducing the cost of transportation and food render it possible to profitably work a large per cent of the mines now lying idle.

"But few of the people now entering the northern part of the territory will ever become a factor in its permanent development. They must pass away before the time when the wealth of the country will become known and developed. To promote this I recommend that several well-equipped parties be put in the field and a thorough geographical and geological exploration of the country be made, so that men of ordinary means will be able to engage in the work of prospecting and mining. At present it requires considerable capital to first explore the country for a practicable route to transport supplies before any work can be done in prospecting.

"The ruling rate of interest at Dawson is from 10 to 12 per cent per month, which is the best exemplification I can give of the speculating condition of the finances of that country."

No Military Post at Pyramid Harbor.

The War Department has determined not to establish a military post at Pyramid Harbor in Alaska. Military posts will be continued at Dyea and Skaguay, but it has been found that the necessity for a station at Pyramid Harbor no longer exists and orders have been issued that no troops be sent to that place. The original determination to establish a post at Pyramid Harbor was based upon a request for such action made by the Secretary of State, but recently Secretary Hay has recalled that request and orders have been issued countermanding the first orders placing Major J. M. Thompson, of the Twenty-fourth Infantry, in charge at that place.

Watch for a town. Congress Heights, D. C.

Postal Route Approaching the Pole.

It has been decided by the Post Office Department to establish a postal route in Alaska, which shall cross the arctic circle. One mail route now operated touches the circle, but the one proposed goes many miles beyond. The new route will go from St. Michaels by Unalaklik, Eaton Reindeer station and head of Norton bay to Kotzebue, about 400 miles and back, three round trips, with a branch from the head of Norton bay to Golovin bay, about 160 miles and back, three round trips in connection with the main line, from December 1, 1899, to May 1, 1900. The purpose is to provide the miners and missions with a winter service, for during the summer mail can be carried to the points named by sailing vessels. Recent reports indicate that discoveries of gold have been made at Golovin bay, and it is for this reason that the line will be extended to that point.

BIG GOLD STRIKE AT SKAGUAY.

The Metal Found Two Feet Below the Surface.

Union Bay, B. C., May 7.—An important gold strike has been made within five miles of Skaguay, on Monnie Creek, just across the bay from Skaguay. Major John Stanley and a party of five explored the creek for nine miles. They found good colors in the gravel two feet from the surface, and staked every claim and divided the 26 acres among the six.

A passenger car on the new White Pass & Yukon Railway turned over while going up, but was checked by a boulder from going over a precipice 1000 feet high.

GOLD ON RESERVATIONS.

Mining Claims Will Be Recognized by the Military Authorities.

Acting Secretary Meiklejohn has issued the following order in regard to gold discoveries on a military reservation in Alaska:

"It appearing that gold has been discovered on the Anvik river and its tributaries within the limits of the military reservation of Fort St. Michael, Alaska, as declared by authority of the President in War Department orders of October 20, 1897, it is ordered that all mining claims located on said river and its tributaries in accordance with the mining laws of the United States be recognized by the military authorities on the Coast of British Columbia."

NEW ALASKA TOWN

Is Thirty Miles From Ketchikan.

PRINCE OF WALES ISLAND

Government to Be Asked to Allow Mining on Annette Island.

Ketchikan—Thirty miles from here, for Prince of Wales Island, there will soon be a new town and one likely to be of some importance. Claus Spreckels has bought a fishery at that point and yesterday one of his tugs arrived with the first of the men and material which will lead to the building of the new town. The first step will be the construction of a large fish guano works, similar but on a far larger scale, to those at Kilisnoo. Two steamers have been purchased to carry the product direct to Hawaii, where there is a large and lucrative market for it.

There has already been application made for a postoffice at the point, the long distance and rough passage to Ketchikan being a great inconvenience to the large number of miners now engaged on the island. One hears a good deal of Ketchikan recently as a mining center, but the fact is that there are no mines there; they are on Prince of Wales Island and at Helm Bay. Marcus Daly's expert is now here to look up the rich copper propositions at those two points. It is also believed that the next congress will consent to open up at least a part of Annette Island to mineral location. Duncan and his Indian settlement are making no use whatever of the exceedingly rich mineral deposits of the island, and it is believed that the right to locate mining claims there can be fenced around with such restrictions that it will in no way interfere with the missionary work of Mr. Duncan or his Indian wards, whose sole industry is comprised in the large cannery. It is said that a bill has already been drawn for submission to congress to which the Rev. Duncan can take no possible exception. So that Spreckelstown, as the center of this rich quartz mining district, is likely to grow suddenly to a town of considerable importance.

EXPEDITION TO ALASKA

Plans of a New Yorker to Explore that Territory.

WASHINGTON SCIENTISTS INVITED

Prof. Henry S. Pritchett and Several Other Men Prominent for Some Scientific Specialty in the Government Bureaus Will Accompany the Party Organized by Mr. Edward H. Harriman—Steamer Chartered to Leave Seattle Next Month.

Alaska will be invaded during the approaching summer by a large body of noted scientific men who plan to spend several months in penetrating the interior of this almost unknown country in search of knowledge pertaining to natural history. Among the explorers will be many of the leading scientists of the day, and representatives of the principal scientific institutions of the country and bureaus of the national government. The expedition will include thirty expert scientific workers, who will be divided into corps, each to pursue its own fields of investigation in order that the greatest amount of information may be obtained. This expedition is being arranged and provided for entirely at the expense of a wealthy New York scientist, Mr. Edward H. Harriman, of 22 East Fifty-first street, who has chartered a steamer to leave Seattle the latter part of May.

From Washington will go several distinguished officials from the governmental bureaus, among them being Prof. Henry S. Pritchett, of the Coast and Geodetic Survey; Frank V. Coville, chief botanist of the Division of Botany, Department of Agriculture; Henry Gannett, topographer and geographer, of the Geological Survey; C. Hart Merriam, Chief of the Division of Biological Survey, Department of Agriculture, and, in all probability, several other scientists connected with the Smithsonian Institution. Others who have been invited by Mr. Harriman to join the party are Dr. William Haley Hall, the noted conchologist, who has already made several trips to Alaska, and is regarded as a naturalist of authority, and Prof. William Trelease, director of the Missouri Botanical Gardens, at St. Louis. Prof. Gilhen, a distinguished geologist, who has long been connected with government geological work, is another who will penetrate the far north in search of knowledge.

Two Mining Experts Included.

The expedition will be made up to include those who have made a specialty in their respective fields of research. For the study of the mining and mineral resources of Alaska two mining experts have been added to the party. These are W. B. Devereaux, of Denver, Colo., and J. H. Hague, of New York City. The American Museum of Natural History, of New York City, will be represented by Frank M. Chapman, ornithologist, and John Rowley, taxidermist, and from the Field Columbian Museum, of Chicago, there will go Prof. Daniel G. Elliott, a zoologist, who makes a specialty of mammals. Prof. Emerson, the geologist of Amherst College, will also join the party. The Leland Stanford University, of Palo Alto, Cal., will send Prof. C. H. Gilbert. Prof. John Muir, a California scientist, will be another member of the exploring party.

The expedition is intended to give every branch of science an opportunity to be represented. With a view of having an

vailing during the early part of Friday night. All hands were ordered to the pumps and worked hard, but the hold soon began to fill in spite of their efforts. The officers and men, realizing that the steamer was settling fast and sure to founder, took to the two lifeboats. Capt. J. W. Hawthorne and fifteen men went in the first boat and were not again seen. Shortly afterward Mate Mattson and the balance of the crew, fourteen men, took to the second boat. This was about midnight. They had a compass and began to row for shore. A strong wind was prevailing, creating a heavy sea, and the men at the oars could make no headway.

All day Saturday the men tried to approach shore, but could not even get a glimpse of it, and almost despaired. They spent all of Saturday night at the mercy of the sea, which washed over their frail craft frequently. Early this morning they sighted land and with redoubled energy took their turns at the oars. When near enough to land they improvised a flag with canvas tacked to an oar, and it was then that Capt. Allen went to their rescue.

The men when they landed were drenched to the skin and almost famished, but warm food soon revived them. They will remain here until they receive instructions from New York. Besides Mate Mattson, who conducted the party through the rough trip, the survivors are: Charles Andy, H. Kemper, D. Jackson, Louis Cook, George Cook, H. Louise, G. L. Olson, Ed Seabum, Patrick O'Neill, N. Larson, J. Nelson, George Linde, J. Davis, and Thomas Cavanaugh. These men were at sea in their open skiff forty-eight hours, and most of the time without water.

Real Sentiment of South Dakota.

The President has received a letter from John T. Kean, Lieutenant Governor of South Dakota, opposing the views on the recall of volunteers in Manila, made public by the Governor of the State in an open letter recently addressed to the President, representing that the people of South Dakota are demanding the immediate recall of the First South Dakota Regiment. From expressions of indignation which have come to him from every side, Lieut. Gov. Kean says, he feels justified in declaring that the letter of Gov. Lee is a gross misrepresentation of the sentiment and feeling of the people of South Dakota.

Dr. Senn for Governor.

Chicago, April 23.—Friends of Dr. Nicholas Senn, Surgeon General of the Illinois National Guard and head professor of surgery in Rush Medical College, have announced his name as a candidate for the Republican nomination for Governor of Illinois next year. Dr. Senn has been President of the American Medical Society and the American Surgical Society, and during the Spanish war was chief operating surgeon in the field before Santiago and on the island of Porto Rico.

ALASKA EXPERIMENT STATION.

Prof. Georgeson of the Agricultural Department Going to Sitka.

Professor C. C. Georgeson of the Department of Agriculture, will leave here Saturday for Alaska to establish at Sitka an agricultural experiment station and look after the agricultural possibilities of that region. Professor Georgeson is a native of Denmark, and thoroughly familiar with the conditions of agriculture in northern Europe, and has had a long experience as a professor and experiment worker in Japan. The inquiries will be conducted on a systematic basis, and advantage will be taken of the experience of the past two seasons in that region. Professor Georgeson was conducting investigations in Alaska last year, and despite late planting, not reaching Sitka until the middle of May, the oats, barley, flax, potatoes, and a number of different kinds of vegetables of good quality matured, and clover and grasses made an excellent growth.

This spring an experiment office building will be erected at Sitka, to contain offices, laboratories and quarters not only for the special agent in the experiment work, but a weather observer. A full equipment will be purchased to meet the requirements, and later small buildings will be erected on reserved land at Sitka and Kenai for field experiments.

The experiments now will be limited to growing different crops, studies of soils and different methods of culture, and preservation of grasses and forage plants, and before long the experiment will be carried on in the care and

GOLD IN COOK'S INLET.

New Discoveries Made in Snelper's Point and Saldova Which Promise Well.

The prospects of the old output from Cook's Inlet this year promise to be greater than any previous year. These miners who wintered in and about Sunrise city have great faith in the country. Reports of new strikes are constantly coming from the rivers. The principal strikes reported are at Snelper's Point at the mouth of Six Mile creek where very rich ledges on rock have been found, and at Saldova, where claims have been staked out all along.

The miners in the camps about Sunrise passed a very uneventful winter. There

was little sickness and only a very few mild cases of scurvy. Two convalescent patients were brought down on the General Siglin, which arrived in port early yesterday afternoon. She left Cook's Inlet with the schooner Nellie Thurston, but the Thurston arrived here Sunday night.

The season opened very early at Cook's Inlet, and miners are already getting to work on their claims.

The Siglin brought down about \$8,000 in gold dust belonging to the United States Mercantile Company, the owners of the schooner.

She also brought down several very fine sample of free-milling ore and quartz, taken from different mining locations.

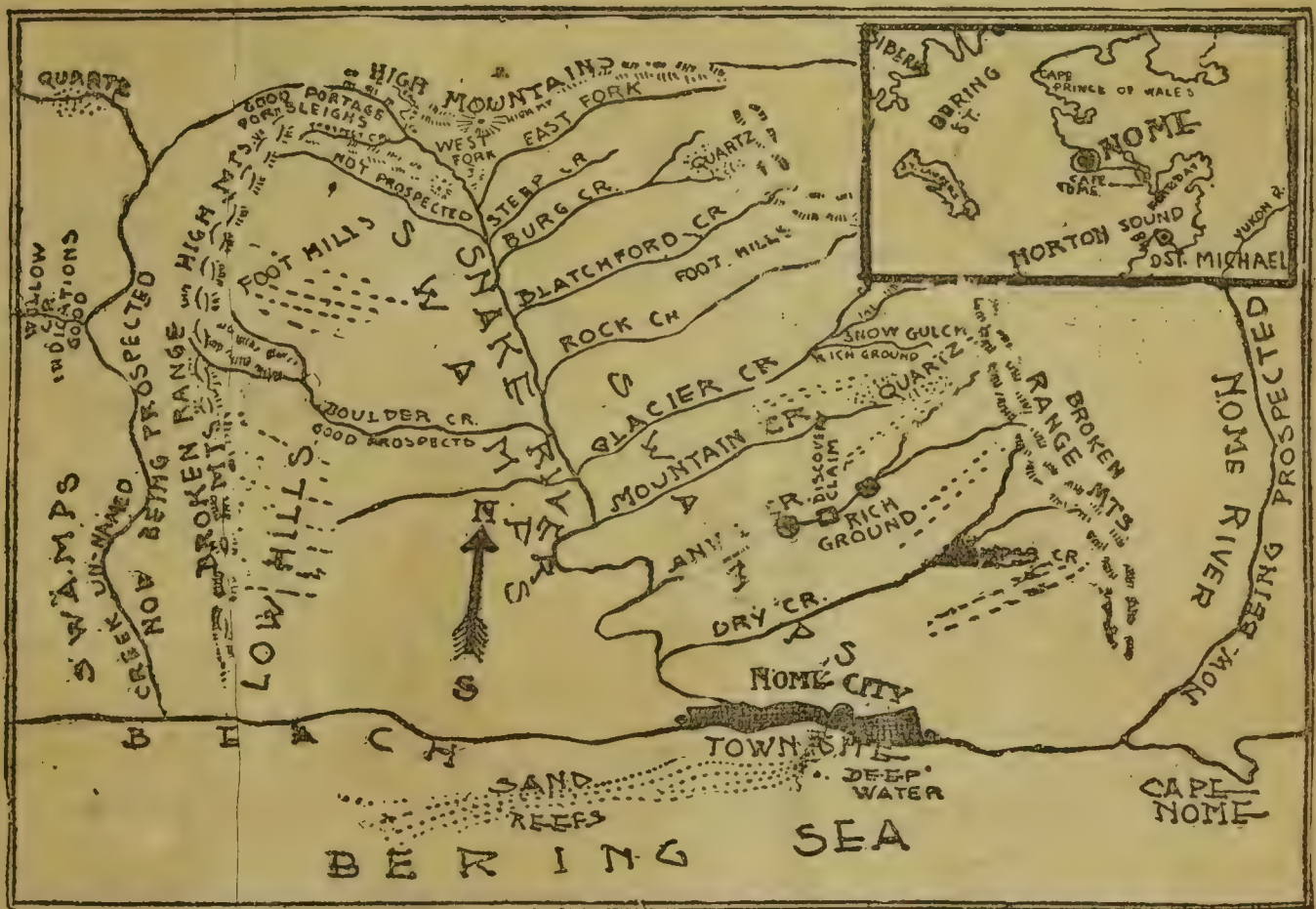
MANOOK STRIKES CONFIRMED.

Miner at Rampart City Tells of Some Valuable Discoveries.

B. Carr, writing to the Post-Intelligencer from Rampart City February 16, confirms the news of strikes made during the past winter in that vicinity. He says:

"I take this opportunity of letting you know the news of Rampart City, which is probably the richest mining camp on the Yukon river. There have been some wonderful discoveries in this neighborhood, the principal ones being Hoosier creek, Idaho creek, Big Manook and Russian creek. Fred Caesar has made one of the greatest speculations in Alaska. He has secured six of the best claims and expects to take out \$1,000,000 next winter. Reports of new discoveries are of almost daily occurrence."

MAP OF THE NEWLY DISCOVERED CAPE NOME DISTRICT.



THIS map was furnished a San Francisco newspaper by its St. Michael correspondent. The principal discoveries so far have been on Anvil creek, about sixty miles from Nome City.

PREPARING FOR HEAVY TRAVE.

Transportation Companies Contend the New District Will Attract Hundreds This Spring—Expect to Put Extra Steamships on the Run—Seattle the Natural Outfitting and Starting Point

MANY letters confirming the report of intense excitement at St. Michael and on the lower Yukon over the rich gold strikes at Cape Nome have been received on the coast. Several responsible communications have come to this city and were made public yesterday. They would seem to leave no doubt of the authenticity of the strike. "It rivals Klondike," is the prevailing tone of these letters.

Steamer captains on the Yukon are

writing out for crews. Their boats are being deserted for the new mines and men are asking exorbitant wages for their work. Many employees of the Alaska Commercial Company and the North American Transportation and Trading Company have quit work and stampeded for the diggings, while those who remained have organized companies and sent in men on a grub stake. The little settlements at the mouth of the Yukon are kept in a constant flurry by the arrival of men from Snake river with wonderful tales of luck and dirty looking sacks full of gold dust to back their stories. Three who reached St. Michael in January reported having taken out \$1,800 in six weeks, and reports of \$22 to the pan are common.

The bureau of information at Washington has been officially notified of the strike.

A great rush through Seattle is expected this spring and transportation companies are preparing to handle an

The gold discoveries and developments on the Snake river at Cape Nome bid fair to create an excitement rivaling that which carried thousands into the Klondike. The new district is heralded as a poor man's country, and from every point available prospectors are flocking there, filled with new hope in their quest for gold. The fact of the discovery and some intimation of the extent of the excitement resulting has already been published in the Post-Intelligencer, and letters received yesterday give still further indications of the importance of the finds.

Official notification of the strike has been sent to the government bureau of information at Washington by William A. Kjellman, superintendent of the government reindeer station at Eaton, Alaska. The letter was seen in Washington by Rev. Sheldon Jackson, now in Seattle. It told of the rich find in placers at Cape Nome, and stated that the thirty-five Laplanders employed to herd the reindeer at Eaton had deserted him and gone to Snake river to take up claims. The dirt ran \$1.50 to \$2.50 to the pan, he said, and in his closing sentence he referred to the district as "another Klondike."

It is the opinion of transportation men that Seattle will receive direct and immediate benefit through the rush that will be started to Cape Nome by the first ocean boats north. This port is even more naturally the outfitting and starting point for Cape Nome than it was for the Klondike, many points conspiring in this city's favor. The district is in American territory, is to be reached easily from the ocean and is nearer to Seattle than to any other American city on the Coast. The competition of British Columbia, which made

such a sturdy, though forlorn, fight for the Klondike business, will be entirely discounted in any effort to stand in with the new rush, and San Francisco, the only city presenting claims in the least formidable, will be handicapped by distance and the fact that but one company now on the St. Michael route has headquarters there, while this city is the home port of three established companies.

Plenty of Vessels.

The North American Transportation and Trading Company, with the steamship Roanoke for the ocean trip and eight steamers on the Yukon river, will make a strong bid for the business and will put on another ocean steamer if travel justifies. The Empire line will undoubtedly send at least one steamer from this city to St. Michael, providing connections from there to Cape Nome mines, and probably two. The Seattle-Yukon Transportation Company will run the Lakme from here June 10, connecting with three river steamers at St. Michael, and will undoubtedly add another steamship should the rush develop as now seems probable.

Cape Nome is north from St. Michael about eighty miles and the principal discoveries are sixty miles up Snake river on the tributary creek Anvil. Companies, operating steamers on the Yukon will put as many boats as needed to run from St. Michael to Cape Nome and up the Snake river. Or ocean boats will discharge cargoes and passengers at the mouth of Snake river to light draft steamers and barges. The river is navigable clear to the mines, and beyond, and the country presents none of the obstacles which have made other districts in Alaska so discouraging to prospectors.

Speaking of the coming rush General Freight and Passenger Agent E. G. McMicken, of the N. A. T. & T. Company, said yesterday: "We will be in a position this year to accommodate the rush to Cape Nome and a rush I confidently expect. The Cape Nome country has so many things to recommend it to the average prospector that I believe more will go there than have attempted to reach other districts in Alaska. There seems absolutely no doubt that the strike rivals that made in the Klondike and the district is much more accessible and capable of development. If there is enough business we will put on another steamship besides the Roanoke and may transfer some of the boats now on the Yukon to Snake river."

"The news has gone up the Yukon and

there will be a stampede down the river from Dawson and camps on the American side. Men will float down the Yukon in small boats as soon as the ice clears and will pack the steamers headed for St. Michael. But these cannot reach Cape Nome any earlier than prospectors who start from here in June."

Excitement at St. Michael.

An idea of the excitement prevailing at St. Michael and Healy can be had from the following letter received by the N. A. T. & T. Company, in this city, from T. B. Shephard, its agent, at Healy, mouth of the Yukon. Writing under date of February 1 he says that the Cape Nome gold excitement is without doubt substantial. Gold was being found in every creek and even along the shore plenty of colors could be taken. The coarser gold, he says, is up the streams. He speaks of the active preparations for development in the spring. All are making rockers and sluice boxes for next spring, he says, and are hauling in provisions.

John C. Barr, manager of transportation for the North American Transportation and Trading Company on the Yukon, writing in January from Healy, stated that every person who could possibly get to Cape Nome was going, well supplied. Reports indicated that it rivaled the Klondike. Dirt had been found running as high as \$22 to the pan. This letter was sent to Chicago, but was not given publicity there, and its facts are here made known for the first time.

A letter from Capt. Ern, of the steel river steamer City of St. Louis, being built at St. Michael, was received yesterday in this city by the MacDougall & Southwick Company. It is dated January 5, and says:

Looks Dirty, but Still Is Gold.

"We are still working on our boat and will have her in ship-shape when the ice breaks up in the bay next spring. We have also very good and encouraging news to report from the district of Golovin bay, and especially of some miles above that point. Small parties coming down for supplies bring lots of gold, all rough, dirty-looking stuff, but, as I am informed, very choice. It looks to me as if the destination of our boat will be up the coast and not the Yukon."

"St. Michael at this time is all excitement, and every one that can get away is flocking up to the new Klondike. Two of our party leave tomorrow. Dogs cannot be had at any price. The large companies here are making arrangements to ship provisions on a large scale up there. I never saw such excitement in my life. News has already gone up the river, I understand, and business will be rushing in the spring."

A letter from B. B. Earle, bookkeeper at Healy for the North American Transportation and Trading Company, formerly connected with the Great Northern here, to James P. Agnew, of this city, is as follows:

"Fort Get There, December 30, 1898.—Dr. Kittleson arrived here November 23 from Cape Nome, and had quite a little sack of dust. He left here late in September for Golovin bay, and went thence to Cape Nome, where he had some men working. They had found what you might call very fair dirt, as in three days six men took out, three feet from the surface, \$1,700, and under adverse circumstances. They then staked out all the law allowed, and returned to Golovin bay and then here. Of course, there was some excitement, and the office boys outfitted Capt. Polte and started him out December 1. Blatchford was here and he soon hit the trail. The workmen outfitted two men December 5. Various others from the other companies soon left, some pulling their own sleds, and God knows where they are now; perhaps they are on a wild goose chase, and perhaps it may be all right. Kittleson says there is lots of gold all through that region, but it will take time to decide if it is a paying proposition."

A poor man's country. That is what thousands of men have sacrificed their comfort, even their lives, to find in the north. According to all reports it has now materialized on the Snake river, and the rich region appeals in consequence more directly to the average prospector than any other known in Alaska."

Finds Near Cape Nome.

Tacoma, Wash., April 26.—Letters received from St. Michaels, Alaska, announce that three great gold strikes have been made in western Alaska. Dr. Kittleson, formerly superintendent of the Government reindeer herds at Port Clarence and Unalakleet, has reached St. Michael from Cape Nome, seventy-five miles west of Golovin Bay. He reports great finds of gold about Cape Nome, five miles from shore. Two creeks have been worked with extraordinary results. Coarse gold was found two feet from the surface. On the first discoveries six men raked out \$1,700 in three days. Kittleson's claims are paying, frozen as they are, \$1,000 per day on the same creek. Ten Laplanders came down with Kittleson. They had left the Government employ to dig gold, of which all had plenty. The third strike was made on McDonald Creek, a tributary of Amvik River, within the limits of the St. Michael military reservation. From \$5 to \$200 per pan is being taken out there on bed rock.

NEW GOLD STRIKE IN ALASKA.

Rich Diggings Found at Point Nome on American Soil.

SAN FRANCISCO, May 10.—The Examiner prints a story regarding the new gold discoveries at Point Nome, in Alaska, which its advices declare exceed in richness those of the Klondike. The strike is on the Snake river and its tributaries, about twenty miles back from Cape Nome and 120 miles from St. Michael—just outside the St. Michael military reservation of the United States government. The mines are all in American territory.

Reports from miners on the ground say that it is only six feet to bed rock and the ground is alleged to pay from the surface. A stampede from Dawson and St. Michael to the new gold field is predicted.

Leon Sloss of the Alaska Commercial Company points out the fact that these diggings seem to be in a well-defined belt, which takes in the Klondike country, the Forty-mile and Circle City mines, the Koyukuk strikes and passes on through the Snake river into Siberia. Rich finds are also reported on the Koyukuk river, one of the northern tributaries of the Yukon. These are also on American soil.

SKAGWAY'S RUSH OF MAIL.

A Post-office Experience Without Parallel in History of the Service.

A remarkable state of affairs and a case unprecedented in postal history is shown at Skagway, Alaska, the gateway to the Yukon, in reports just received at the Post-Office Department. The office was established and opened at Skagway January 1, 1898, and W. B. Sampson was appointed postmaster. With the rush into the Yukon and the Klondike, Skagway's postal business developed with a rapidity unprecedented. The receipts for the year ended March 31, 1899, were \$5,843. The money order receipts for the year ended April 4, 1899, were \$420,000. About 125 letters were registered daily, and frequently there were applications for twenty or twenty-five money orders of \$100, the largest amount a money order carries. There were also thousands of requests for mail to be forwarded, which required attention.

The post-office had from 8,000 to 10,000 patrons, according to the state of travel, mostly transients. Postmaster Sampson was a man of education and intelligence and great physical endurance, and in handling the business he worked twenty hours a day, and frequently, when the boats unloaded tons of mail, after he had become completely exhausted by laboring late in the night, he would throw himself upon the mail bags, using the empty ones for covering, and sleep for a few hours, then get up and go to work again. But there was a limit to physical endurance, and he was finally stricken ill. It was published that he was dead, but after months of languishing he has sufficiently recovered to again assume active charge of the office.

Skagway has now become Presidential, and Mr. Sampson has been reappointed.

Department Shuts Down on Charity.

An order of the War Department directs that hereafter there shall be no more gratuitous distribution of subsistence stores to persons in Alaska. Officers in some instances have exceeded the regulations in this matter.

KLONDIKE RICHES OUTDONE.

The Snake River District Said to Yield Gold in Plenty.

San Francisco, Cal., May 10.—The gold discoveries at Point Nome, in Alaska, are said to exceed in richness those of the Klondike. The strike is on the Snake River and its tributaries, about twenty miles back from Cape Nome, and 120 miles from St. Michael's—just outside the St. Michael's military reservation of the United States Government. The mines are all in American territory. Reports from miners on the ground say that it is only six feet to bed rock, and the ground is alleged to pay from the surface.

Presence of one ship at a time from the home surroundings.

Gold From the Yukon.

SEATTLE, Wash., September 25.—The steamers City of Seattle and Cottage City, which arrived from Lynn canal, had a combined gold cargo of \$500,000. The revenue cutter Bear, arriving at Sitka, is reported to have had fifteen prisoners from St. Michael and Cape Nome. The cutter McCulloch also has arrived from the mouth of the Yukon with Governor Brady and party aboard.

A NEW GOLD FIELD

Yellow Metal is Found on the Beach
at Cape Nome.

PICKED UP WITHOUT ANY TROUBLE

No One Knows How the Dust Got
Mixed With the Sand.

FORTUNES EASILY MADE

(Copyrighted, 1899, by the S. S. McClure Co.)

Special Correspondence of The Evening Star.

ST. MICHAEL'S, Alaska, Sept. 1, 1899.

The most remarkable gold mining at present in the world, if not in the entire history of gold mining, is that now in progress at and about Cape Nome on Norton sound, Bering sea, Alaska, situate about 225 miles north and west of the mouth of the Yukon river, or 135 miles from this point. Gold was first discovered on Snake river last fall and during the earlier portion of this season. Cape Nome district had acquired considerable repute as a gold producer, and not a few miners from the Yukon river country, many of them stranded here, went over to Nome and either staked such claims as they could get or secured work as they could find it. Much complaint was made that claims had been taken by persons holding powers of attorney, their principals not being present in person, and in June the Cape Nome district had become so unpopular that reports were circulating to the effect that the whole thing was a "fake" foisted on the public by the transportation companies to improve their business.

Whatever of truth may have been in these stories is now of small import, for in June or early July some one of the stranded miners tenting on the beach, as the only unclaimed space, accidentally discovered gold in the sand at his feet. He told his story quickly among his stranded friends, and soon all the unemployed were at work on the beach with any and all kinds of tools that would dig. Their success was such that within a few days men who had work on claims along the creek at \$10 a day and board threw up their jobs and took to the beach, expecting to earn, and actually earning in many instances, as much in an hour as they had earned in a day.

Easiest Mining on Record.

Never had such easy mining been heard of, never had it been found so unexpectedly and so opportunely, and it was not long before everything else was deserted for the seashore, and even women and boys of ten or twelve years were to be found as busy in the sand as the men were.

Since the discovery the number of "beach combers," as they are called, has steadily increased, and today is presented the strange sight of hundreds of miners of both sexes and all ages and conditions strung out along the beach for a dozen miles or more.

For miles to the west of Cape Nome the beach runs straight away in a strip of tide land, varying from forty to sixty feet in width between high and low water mark, extending up to the "tundra," or black alluvial soil, which is from three to five feet higher than the beach proper. All of this tundra, and all the territory along the creeks and rivers east and west for thirty or forty miles and back into the mountains for ten or twelve miles, had been staked, but on the long strip of tide lands no man had a better claim than another, or could have, under the tide-land laws, and here the grand army of gold seekers camped and in very short order had converted the barren strand into a site of tremendous and enthusiastic industry. At the same time business of all kinds began to respond to the boom from the beach, and the usual collection of gambling hells, saloons and

dance halls went into operation. At present it is estimated that 1,000 to 1,200 miners are at work on the beach, extending west for twenty miles. All these work with rockers, and they occupy just as much territory to the man or group as can work it. It is not unusual for one small square bit of beach to pan out \$10 to \$15 an hour, but, of course, the space is soon exhausted and the lucky digger must move to another spot.

Where Does It Come From?

This beach deposit of gold is as yet an unsolved problem. By some it is claimed that the gold in the sand, which is entirely "dust," has been washed out from the tundra by the waves at high tide and deposited through hundreds of years in the sand. It is found here now from two to five feet below the surface in the drift, and so plentiful that the miner who does not find it in paying quantities is the exception. On the other hand, there are some who claim that the gold is washed in from the sea, and that the real field, or "mother lode," so to speak, is to be reached and developed by dredging. There may be something in this theory, but the other seems to be the more tenable.

The beach to the east of Cape Nome makes no such gold showing as does the beach to the west, owing to the existence of a long reach of water or "lagoon," which lies a short distance back from the sea and parallel with it. Gold deposits along the creeks in the interior are quite as rich in one direction as in the other.

Life at Anvil City.

The headquarters of the Cape Nome territory is Anvil City—so named from the shape of the mountain above it—at the mouth of Snake river, although Nome City is the post office. While the city possesses a number of frame houses, tents are the prevailing shelter, and prices for commodities are pretty much as they are in all mining towns. Yet this is one of the most accessible mining towns on earth, as ships from any part of the world may come up to its very doors, making due allowances for no harbor and much delay between ship and shore in bad weather. Meals are from \$1.50 to \$2.50 each; a bed in a tent, \$1.50; plain drinks, 50 cents each; beer, 50 cents per glass, and other things in proportion, including a mutton chop at \$1.25. Copper plate for use in rockers is worth its weight in silver, and one miner who had no copper substituted silver dollars for it, sixty-four of them being required to properly plate his rocker, which, added to its first cost of \$20, made it somewhat expensive, even for this locality. Labor in the mines is worth from \$8 to \$10 a day and board, and even carpenters, about the only other class of labor, are paid \$1.50 an hour and board themselves. As the days in summer are from eighteen to twenty-four hours long, a carpenter can put in a lot of spare time. Everybody has money, and as many who have it are not used to it, they are lavishing their earnings by day on gambling, liquor and dance halls at night. Gambling takes the bulk of the dust, and every species of game is represented in Anvil City.

A Thousand Dollars an Hour.

As to what amount of gold is being taken out there is no means of determining. It is known that not more than \$200,000 in all have been shipped by steamer, and \$100,000 of that has gone out within the past week. The beach mining is reported to be turning out about \$30,000 a day, but this in the nature of things cannot continue. And when it is exhausted these men will go to work on the numerous claims lying back from the sea and along the creeks. Here the gold is found in very rich deposits, the claim of Lindeburg & Co. on Anvil creek turning out over a thousand dollars an hour (\$25,000 in twenty-four hours), one nugget recently found being worth \$312. Another claim owned by Dr. Kettleson in one day cleared up \$9,000, and so the stories go. One may hear almost any kind of a fairy tale, and while many of them are exaggerated, the fact remains that just now every man in the district has a pocketful of dust and a heart full of hope, and there are no dead broke in Anvil City. What the conditions will be a year hence will not be known until then, and cannot be predicted.

November 1 communication with the outside world will be completely shut off for seven months at least, and only a few of the people now in the Cape Nome district are fixed with either food or shelter for the severity of the climate, though those who are prepared with houses to live in and sufficient food and fuel can not only

pass the winter comfortably, but can do more or less work.

To Mine in Tents.

There are very few so well off as this, however, fuel being scarcer than food, but among the "beach combers" a novel plan will be adopted. Parties of four, six or eight will organize for winter operations by securing a large tent, spreading it on the beach over the ground they propose to work in, and there they will set up house-keeping. The canvas will be protected on the outside from the weather in every way possible, and stoves will be kept going on the inside, so that the tent will not only be comfortable to live and to work in, but it will never freeze in there, and the mining can go on quite as satisfactorily as if balmy spring were the only season known in the Cape Nome district. A great rush is expected in the spring, but, as has been stated, there are no claims unstaked anywhere within thirty or forty miles of Anvil City, and what lies beyond those limits is practically unknown. But according to the tales of prospectors as far beyond as Cape Prince of Wales, 235 miles, gold has been found along the creeks in quantities that would pay from \$10 to \$50 per man per day if panned by an expert.

Claims are offered for sale—a claim being twenty acres—at prices from \$5,000 to \$150,000, and there are, of course, at this time not many takers at those figures, but they are expected in the spring with the rush.

Already Staked Out.

Over one thousand claims, covering 20,000 acres—about thirty square miles of territory—have been recorded, and it is generally believed that each claim represents a suit-at-law, so hasty and haphazard have been the methods of procedure in securing claims.

The claims of this entire section are of the placer variety, and so far no quartz has been discovered, which means that what is a busy mining camp with millions this year may be a deserted village twelve months later.

Nome gold is much darker in color than the gold of the Yukon river country, assay-inf \$19 an ounce, though the current trading price is \$16 an ounce. Gold dust and nuggets constitute the bulk of the currency and gold scales are as necessary in the stores as the ordinary grocer's scales. And gold dust as a circulating medium is not as popular as it might be, for coin or paper money commands a premium of 7 per cent in many localities. Such money is known as "chechako," or "newcomer," as only the new arrivals have it, and that is the Esquimo word for new arrival.

Winter at Anvil City—that is to say, in the entire Nome district—ordinarily continues from October to June, and a temperature of 50 to 60 degrees below is not unusual. On the 21st of December the sun barely rises above the horizon, and on the 21st of June it does not disappear entirely from sight during the twenty-four hours.

Advice to Prospective Miners.

To the prospective miner in "the states" expecting to try his luck in the Cape Nome rush next spring, or rather next season, it may be said that he should keep his attention fixed on weather reports from the northwest and be in San Francisco or Seattle in June to catch the first boat out, as Norton bay usually opens in June. What the fare will be cannot be told this year, but now it is \$60 and \$75, according to accommodations, to St. Michaels, and \$20 on to Nome by the small steamers crossing the bay—135 miles. The distance direct to Nome from San Francisco is about 2,800 miles and from Seattle or Tacoma 2,300 miles, and competition has made the fare to St. Michaels the same. What changes the rush of gold seekers next year will make remains to be seen. It is merely an ordinary and agreeable sea trip, and the miner arriving at Nome is practically in the midst of his field of labor as soon as he goes ashore, and there is little to do except to become a millionaire as soon as convenient. At the same time it may be remarked with truth that if he is comfortable at home and is doing fairly well, he had better stay right where he is and thank the Lord for a contented spirit.

W. J. LAMPTON.

pass the winter comfortably, but can do more or less work.

WILL VISIT THE KLONDIKE:

Senators and Representatives Will Inspect the Gold Fields.

A party of Senators and Congressmen are contemplating a visit to Alaska this summer. They will visit the Klondike and make a personal inspection of the gold mining industry. Leaving Seattle about June 1 the party will be absent about three months. The following gentlemen have signified their intention of making this trip: Senators Bacon of Georgia, Gallinger of New Hampshire, Hansbrough of North Dakota, Clark of Wyoming, Heitfeld and Turner of Washington; Representative R. B. Gordon, from the Fourth Ohio district, and Bernard W. Layton, assistant sergeant-at-arms of the Senate.

Capt. Tuttle to Leave the Bear.

SEATTLE, Wash., May 10.—By reason of the serious illness of his wife at her home in Oakland, Captain Francis Tuttle, commander of the revenue cutter Bear, has been relieved from a cruise to Bering sea this summer. He has been given command of the cutter Golden Gate, stationed at San Francisco. He will get the Bear ready for sea by Tuesday, when it is expected her new commander will have been chosen.

FATHER BARNUM'S NARRATIVE.

In order to reach that portion of the Territory of Alaska which is known as the Yukon region, the traveler has the choice of two distinct routes; one of these leads to the mouth, and the other to the head waters of our great northern river.

The second route crosses the mountain range which skirts along the southeastern coast of Alaska, and leads directly to the head waters of a tributary of the Yukon, the River. As this is the shortest expeditious course to the gold fields, it is the one always selected by the prospectors who are thronging into this region.

The point of departure for this route is the thriving little settlement of Juneau. This town, which numbers 2,000 inhabitants, now ranks as the metropolis of Alaska. It was founded in 1880 by Joseph Juneau, who made some rich discoveries there, and from him the town has derived its name. It is situated on the mainland, and is separated from Douglass Island by the Gastineau Channel. Steamers touch here every week from Seattle, 976 miles below, and then continue their course to Sitka, which is situated on Baranoff Island, 185 miles further westward. At Juneau the traveler must provide himself with the proper outfit for the journey across the mountains, and as everything has to be carried in shoulder packs, only what is absolutely essential should be taken.

The journey to the gold fields is, briefly, as follows: The journey from Juneau to Dyea, a distance of 100 miles, is made by steamer. From Dyea across the summit and down to Lake Lindeman is 27 miles, and this has to be made afoot. On reaching the lakes, the traveler meets with a delay, as he must search for suitable timber; then he must cut down some trees and saw them into planks to build a boat, in which the rest of the journey is made. A large whip-saw is therefore one of the most important items in every Yukon outfit. The circumstances of this trip vary greatly according to the season in which it is made. Those who select "to go in on the ice," as it is termed, leave Juneau about March. They are provided with sleds, on which they drag their outfit over the summit, then they arrange large sails on these sleds, and sail across all the lakes until they reach the Lewes River, where they build their boats.

JUNEAU.

I left San Francisco on the steamer Walla Walla, which sailed on May 24th for Puget Sound. At Port Townsend I made connection with the steamer Alki, and reached Juneau on the 4th of June, having been delayed two days on the way by running aground in Wrangel Narrows. While we were aground the passengers amused them-

selves at low tide by climbing over the sides of the vessel and walking around her or making little trips ashore. I found Fr. Rene comfortably settled in his little hermitage at Juneau, and he was much surprised and pleased to have a visitor.

I concluded that as I had already made the journey around by Sitka and Unalaska while on my way down last season, if I could find a favorable opportunity I would "cross the divide." Accordingly I looked around in Juneau to find some suitable party with whom I might make the trip. I soon discovered some men who had taken a star route contract to carry the mail into the Yukon country. They styled themselves the "Yukon Mail and Transportation Co.," and their prospectus was very brilliantly worded. As they were just upon the point of starting, I decided to join them.

Our party consisted of nine. Besides myself there were three prospectors bound for the gold fields, and we four ranked as passengers. Then there were the President of the company, the Secretary, an engineer, a reporter of a Chicago paper—who had been detailed to write up the expedition—and, finally, an impecunious young man who was desirous to reach the mines. He had charge of the commissary department, or, as he expressed it, "was to cook himself in." The company had brought up three gasoline launches. One of these was to run from Juneau to Dyea, and the other two were to be taken along with us to use on the river.

I soon discovered that not one of the party had the slightest idea of the difficulties of the journey, and they all left the direction to me. I soon convinced them that it was now entirely too late in the season to think of getting the launches over the range, and I prevailed on the leader to give up the idea of using them on this trip, and to carry his party to Dyea on a little tow-boat called the "Rustler." This was agreed to, and having gotten the mail, which was put in three knapsack pouches, we went on board the "Rustler," and left Juneau on the evening of June 11.

Among the passengers there was an Englishman, a special correspondent of the *Pall Mall Gazette*, named Henry de Windt. Mr. de Windt proved to be a most agreeable gentleman. He is well known on account of his famous explorations through the Gobi Desert and other little-known portions of Central Asia, but most of all for his extensive journeys through Siberia and his letters on the Russian prisons.

Mr. de Windt's present task is to make the journey from New York to Paris in such a way as to avoid as far as possible any travel by sea. There was also a party of three members of the U. S. Geological Survey, who are detailed to examine the Alaskan gold fields. These gentlemen turned out to be most pleasant traveling companions, and we kept together during the whole trip. They were accompanied by an experienced old Yukon prospector who knew the country perfectly. The other passengers were miners bound for the gold fields.

OFF FOR DYEA.

The little "Rustler," which was built to carry 25 persons, was densely overcrowded, having nearly 80 passengers on board. There was hardly room to move about, and to increase the general discomfort one of the passengers soon became intoxicated. He was a notorious character who had just been tried at Juneau for nearly hacking a man to pieces with a hatchet. He was too blind drunk during the assault to inflict any mortal wound, and consequently was not convicted. He was returning in great triumph to his place at Dyea, and celebrated his escape from justice by "shoving himself," as he expressed it, into a state of perfect inebriation.

The run from Juneau to Dyea is around the south shore of Douglass Island and then up Lynn Canal to where it bifurcates and forms the two deep bays known as Chilcat and Chilcoot. The course lies amid scenery of the wildest description. We passed glacier after glacier, and would have enjoyed the journey had it not been for the

overcrowded state of the boat and the offensive company of "the inebriated gentleman." The run to Dyea should not have taken us more than 12 hours, but toward morning one of the storms for which Lynn Canal is famous suddenly burst upon us, and the "Rustler" was obliged to seek shelter in a little nook and anchor.

Here we were weather-bound until nearly noon of the following day, when the storm abated. The "Rustler" then ran up to Dyea, but as the tide was low at the time she was forced to stop several miles from land on account of shallow water.

The Captain managed to get ashore in a skiff, but on returning he was upset in the surf and nearly drowned. At this exciting juncture the Mate appeared to be at a loss to know how to act. His early life had not been spent at sea. He drove a milk wagon in San Francisco, a respectable occupation, indeed, but one which had not particularly qualified him for marine emergencies. A very forward youth, who served as cabin-boy on the tow boat, but whose general deportment was that of owner of the earth, sprang forward and shouted, "Man the life-boat." Under the circumstances the order was the proper one. So, after struggling for a long time in the surf, the poor Captain finally got on a sand bar. Here he dragged up the skiff, and, having emptied it, he paddled back to the "Rustler." Although he was warmly welcomed after his mishap, still he seemed to show slight regard for sentiment, as he at once began to collect \$10 apiece passage money.

After waiting about four hours the tide rose enough to allow an old scow to be brought out, into which we all set to work and unloaded our goods. Before starting off the "still inebriated gentleman" was roughly dumped in, and we poled ashore and ascended the Dyea River as far as the scow would float. There we waded ashore with our effects and soon each party had its tent pitched and dinner in preparation.

This being our first camp, I named it Camp "Alpha." Some of the party thought that the Greek letters would be exhausted before we reached the end of the journey, but we were fortunate enough to make a quick trip, and ended up with Camp "Phi."

While awaiting dinner we walked around Dyea, which consisted of one store and some half dozen Indian huts. Near one of these huts was the tomb of a chief. It was built as a miniature house, with a door and window; the interior was nicely furnished, and among other things in it was a clock, which the chief's daughter had faithfully wound up every day during the past two years.

UP TO SHEEP CAMP.

The following morning, June 14, we set out for Sheep Camp, which is situated 12 miles from Dyea. All our provisions were packed in oil-skin bags, so as to be convenient to carry and not be injured by getting wet. These bags were placed on pack horses and the march into the interior began.

Our course led directly up the valley of the Dyea. This stream springs from two great glaciers, which spread down from either side of the Chilcoot Pass. The first portion of the valley is rather wide, then it gradually closes into what is termed the canyon. The present trail is an entirely new one, and as it was designed for pack horses, it is far easier than the old one, which was traversed by Archbishop Seghers and his party. This trail leads across the stream six or seven times, and these fords constitute a dangerous feature of the trip. Already several men have lost their lives in crossing this furious, icy torrent. In the accounts given of the Archbishop's trip, it is related that at one of these fords he narrowly escaped being swept away by the swift current. Fortunately for us, as it was

early in the season, the Dyea was in a most gentle mood, and at no place was the water much over knee-deep.

The day proved to be very warm, and our party were as yet all new to the work of carrying heavy loads over a steep mountain trail, and very soon we were straggling along slowly, each one panting and laboring under his load. Evening came while we were yet some two miles from Sheep Camp, and as we

were all worn out we decided to pitch our tent at the first available spot, which proved to be near a lovely little cascade. Here we spent the night, and the next morning we soon reached Sheep Camp.

This is a point just at the timber line, where the two streams from the glaciers unite and form the Dyea. We had a splendid view of these glaciers, and directly between their glittering expanses, stretched far above us the rocky slope of the Chilcoot Pass, rising 3,600 feet above the sea. Here travelers often have to wait many days for fair weather to cross the range; sometimes as many as 200 men have been here at once waiting for a calm day. The presence of six tents and the prospects of fine weather gave a lively appearance to the place, and a hearty supper of bean soup and flapjacks, concocted by the young man who was "cooking himself in," braced us up for the climb over the summit.

At this point, however, an unexpected and most embarrassing incident arose which threatened to put a stop to the further progress of the "Yukon Mail and Transportation Co." The Chilcoot Indians, who enjoy the monopoly of packing goods over the summit to the lakes, demanded \$14 per hundred pounds. We had in our baggage over 2,000 pounds of provisions and baggage, and the President of the company did not have the necessary cash to pay for the packing. The only alternative was for us to do the packing ourselves. As this meant not only a great delay, which might cause me to miss the steamer at Forty-Mile, but also many trips to and fro over the summit, I determined at once to withdraw, and to endeavor to join one of the other parties. Fortunately, it happened that Mr. de Windt was still at Sheep Camp. His guide had crossed the summit and was engaged in building a boat over on Lake Lindeman. I therefore went over to his tent and stated the predicament in which I was. He immediately expressed himself most willing to accept me as a traveling companion, and after taking leave of the others I transferred my valise and blankets to his tent.

CROSSING THE SUMMIT.

As the weather had been rather warm, it was thought better to make the passage over the summit by night, as then the snow would be harder. After waiting three days at Sheep Camp, so as to give time for the boat to be completed, we left there on the evening of June 18, and started up the trail. The Geological Survey party also left at the same time. There were about 20 Indians with us, carrying packs. Some of these men carried as much as 150 and 175 pounds. Even the squaws assisted in this heavy labor, and trudged patiently along with immense burdens.

We climbed along, steadily until we reached a huge projecting rock, which is known as Stone House. Here we paused to rest and enjoy another view of the glaciers from about their own level. We then resumed our way, which became more and more steep as we progressed, and soon we found ourselves ascending vast snow fields, and next we became enveloped in a cold, dense fog. At times we had to wind around among huge boulders that blocked the way, and often the gaps between them were barely wide enough to creep through. At times the trail led up the bed of a torrent which was yet filled with snow, but at places great masses of it had sunk down into the rushing water. These snow bridges were very treacherous, and the passage over them was not particularly agreeable. Soon after midnight we reached the last and hardest climb, and took a short rest before attempting it.

This final crest was not only very steep, but was all covered with loose stones, which were very easily dislodged, so that each one of us had to be particularly careful. The slightest misstep would start a snow avalanche of rocks down upon those behind. At 2 a. m. a ringing shout from the one ahead announced that the summit was gained and the toilsome dangerous climb was finished. We rested for a short while to look around. In clear weather Mt. St. Elias can be seen from here, but on this occasion a heavy fog obscured the view.

ARRIVAL AT THE LAKES.

We then began the descent. On the inner side the slope is much less abrupt; in fact, it is a gentle grade compared with the rugged climb we had just made. The entire country was covered with snow, and with a grand whoop we all started together in one long, wild slide down the mountain. Down we went, helter-skelter, over the snow, and in a short time we brought ourselves together on the frozen surface of Crater Lake. This is a small pool, one mile in diameter, which forms one of the sources of the Yukon. All the forenoon we traveled on, following the stream down from Crater Lake. The snow and ice were rapidly melting, and this rendered the walking very dangerous. Often while crossing the snow bridges it was a very uncomfortable sensation to hear the rushing water beneath us. We had to ford a number of deep side streams, and often had to make long detours around places where the ice was too weak to sustain us. Before reaching Lake Lindeman we had to cross a high ridge, where a heavy snowstorm came, which added greatly to our discomfort. After 14 hours of toilsome march we finally reached Lake Lindeman, where we spent the remainder of the day in resting and drying our clothing. The Indians who packed our things over did not appear to be the least fatigued, but at once set out to return to Dyea.

As our boat was completed, we made an early start the next morning across Lake Lindeman. This is a pretty sheet of water six miles in length. On our way down we saw a pair of mountain goats on the bank, but failed to secure them. Lake Lindeman terminates in a rapid stream about one mile long, which connects with Lake Bennet. Near the lower end of this stream there is a very bad place where the water rushes violently among high rocks. It is customary to unload boats in an eddy above and make a portage of about 50 yards along the right bank. After we had transported our load around, the empty boat was safely shot through the rapids. We then went down to the outlet and camped on the shore of Lake Bennet. Here the musketo infliction began, from which we can expect no respite until the coming of cold weather.

PASSAGE OF LAKE BENNET.

The next morning we started down the lake, which is 24 miles in length. The upper portion is an extremely narrow arm hemmed in by lofty mountains which rise so abruptly from the water's edge that for long distances it is impossible to find any place where a landing can be made. At certain times the wind rushes with such fury through these narrows that the little flat-bottom boats, such as the miners build, are unable to proceed. Almost as soon as we had started, one of these sudden wild blasts broke upon us, and in a few moments the waves threatened to swamp our little craft. We immediately made for a place of refuge and found a small cove which offered some slight shelter. Here we got our boat well up on the shore and waited several hours for the wind to go down; then we started again and tried to row, but very soon we were forced once more to seek refuge on shore, where we camped for the night.

During the next three days our experience was the same; every attempt we made to continue on our way was thwarted by the storm, and we were always forced ashore. Had we been provided with a good, safe sail-

boat we would have been able to keep on, but our rough and hastily-constructed little skiff was utterly unfitted to withstand any heavy sea. One night while we were thus weather-bound, the gale rose almost to a tornado, our tent was blown down, and many trees around us were uprooted.

TAGISH LAKE AND WINDY ARM.

On the morning of June 25 the wind ceased, and we started at 2 a. m. It was a perfect calm, and we rowed steadily along until 9 a. m., when we reached the end of Lake Bennet. This is known as Cariboo Crossing, and is a broad, shallow stream, two miles long. It forms the connecting link with Tagish Lake, and derives its name from a very distinct trail which has been made by bands of cariboo.

We took a hasty breakfast here, and then resumed our oars, for after our experience on Lake Bennet we were anxious to avail ourselves of this calm weather to get safely past a certain branch of Tagish Lake known as Windy Arm, and which is considered to be the most difficult and dangerous spot in the lake portion of the country. Tagish Lake is very irregular in shape, and the portion we had to traverse is 19 miles in length. We had been working at the oars from 2 o'clock in the morning, and it proved to be a severe strain to row a heavily-loaded boat such a distance, particularly as we were not yet accustomed to rowing. Soon our hands were covered with blisters, but still we pulled on steadily, thankful for a calm day to pass the much-dreaded Windy Arm, which has been the scene of so many disasters.

This famous indentation of Tagish Lake is a long, narrow inlet, curving between lofty cliffs of limestone and marble. The sides of these cliffs are hollowed out so that the inlet resembles a gigantic trumpet, through which the wind pours down in fury. There are three tiny islands situated in a line just at the mouth of Windy Arm, and a few miles beyond the last one another large opening comes in view. On some maps this is erroneously marked "Big Windy Arm," but in reality it is the main body of the lake, and occupies a large valley which stretches as far as the eye can reach. The Tagish Indians assert that they have gone up three days' journey in their canoes before reaching the head of this portion of the lake, which must be a distance of 40 miles. They also say that other lakes lie beyond, and that the connections have no strong currents. This will show how difficult it is to realize the full extent of navigable waters in this remote and almost unknown group. Tagish Lake ends in a broad, shallow stream, six miles long, which connects with Lake Marsh. Just as we entered it a favorable breeze sprang up which carried us along to where we camped, after having rowed for 19 hours.

Our camping-place was not far from a few rudely-constructed huts known as the "Tagish" houses. These are the only human habitations in this whole country of the lakes, and they are occupied only by a few families. The Indian population here amounts to almost nothing. Mr. William Ogilvie, the Canadian Surveyor, who is probably the best-informed man in respect to the Northwest Territory of Canada, estimates the total number of Indians in this portion of the British Dominion at 300.

Our tent was infested by the most ferocious musketos, and the misery we endured cannot be described. Shortly after our stop the boats of the Geological Survey and of the party of miners arrived, and while we fought the musketos we exchanged notes of our experiences from the time we had been scattered by the storm on Lake Bennet.

LAKE MARSH.

The next morning, June 26, we started down Lake Marsh. The day was calm, and we had to row. Swarms of musketos accompanied us, and their bites diverted our attention from our blistered, bleeding hands. Lake Marsh is 19 miles long, and for the most part is very shallow. We rowed all day, and about 6 p. m. we reached the outlet. Here the current was so swift that we were able to ship our oars, and were free to devote our whole attention to fighting musketos while drifting down the stream. About 10 p. m., as all the boats happened to come together, we camped for the night, and while sitting around the fire after supper the main subject of conversation was the passage of the Grand Canyon, which is the next formidable obstacle of our journey.

THE GRAND CANYON.

The next morning we continued down the river, which was about 200 yards wide. All along we noticed many high-cut banks. These seem to be a favorite breeding place for martins. The deep holes excavated by these birds weaken the banks so that tons of sand drop into the river. This stretch of the Lewes is the limit of the salmon's travels. After their journey from the sea, the effort to pass the mighty waters of the canyon about exhaust their remaining strength, and they enter the expanse of

About noon we began to look out for the canyon, as we knew that we were getting near it. There is nothing whatever in the formation of the river banks or the country around to indicate the proximity of this great gorge, the only warning being an increase in the current. The entrance to the canyon cannot be seen at any distance, as it is situated just around a sudden bend to the right. Each boat carefully hugged the shore and kept a sharp lookout at every right-hand bend. About half-past one p. m. we came to one of these bends on which some one had erected a notice with the word "Danger." This was the stopping-place, and after a hard struggle with the rapid current we got our boat ashore. The boat containing the geologists had already landed, but that in which the four miners were happened to be much farther ahead, and they had not noticed the friendly warning. They kept right along around the bend, when they suddenly found themselves in a most perilous situation directly in front of the terrible chasm, through which the foaming waters were dashing at a fearful rate. With the greatest presence of mind their leader steered the boat directly across the current to the opposite shore, where they succeeded in effecting a landing, after what might truly be called a hair's-breadth escape from a most horrible death.

As soon as we had landed and made sure that our boat was securely fastened, we set out to examine the canyon. A good trail led along the very verge of the chasm, affording a splendid view of the wild rush of water below. The entire canyon is three-quarters of a mile in length, and the walls, which are perpendicular, are from 80 to 120 feet high. About midway the canyon suddenly expands into a circular pool 150 yards in diameter. This is evidently an old crater, and from it the second portion of the canyon extends, but at a slightly different angle, so that a direct view through the entire opening cannot be had. The vertical walls consist of hexagonal columns of basalt, exactly similar to those of the Giant's Causeway in Ireland.

After we had finished our examination, we began to make preparations for running the boats through. During our journey down from the lakes we had caught up with several other parties, and the feeling of need of mutual assistance at this dangerous point served to keep all together, so that there were five boats in the group on our arrival here. The first work was to unload and carry our things across the portage to a quiet eddy below. The first boat ready to make the run was that of the Geological party, who, as I have mentioned, was accompanied by an experienced old frontiersman, named Peter Wyborg. The shout that Pete was about to start passed along the line of those who were packing over the portage, and immediately every man dropped his burden and ran to the verge of the precipice to witness the descent of the first boat.

The little skiff with Pete seated in the stern was pushed off from the shore, there was a man along to row, and Mr. J. E. Spurr, chief of the party, was also on board. With a few strokes of his paddle Pete brought the boat directly into the current, the oarsman pulled vigorously so as to give the boat steerageway, and then with the speed of an express train she shot into the gloomy recess of the canyon. Her wild plunges in the leaping, foaming waters was a most exciting scene to witness. At times it seemed as if she surely would be drawn broadside to the breakers as she dashed madly along, then again she would spring and bury herself in the surges so that the spray would almost hide her from our view.

However, guided by the strong arm of Pete, she swept along on the central crest, where the water is crowded up fully four feet higher than by the walls, and in a few moments traversed the first portion and shot out into the circular pool. Then came a breathing space before the second wild dash through the lower section of the canyon, and a loud hurrah from those at that end announced that the passage had been successfully accomplished. After a little rest the other boats were safely brought down, Pete good naturedly assisting them all.

Among the many thrilling events which have occurred here is the case of two Swedes who did not know of the existence of the canyon. When they were swept into it they at once gave themselves up for lost, and crouched down into the bottom of their boat. Fortunately for them their boat was well built, and it passed safely into the pool, but having no guiding hand it shot into the eddy, instead of continuing down the second portion. The poor fellows were entirely out of reach of any assistance from those on the banks, and in this frightful whirlpool they circled around and around for six long hours, when, by some unaccountable freak of the current, they were carried forward and landed safely below.

WHITE HORSE RAPIDS.

Below the canyon there is a stretch two miles long of very bad water, which reaches to White Horse Rapids. The landing here must be made in an eddy on the left bank, just above the great bend. The least carelessness in this renders the traveler liable to be swept away by the current. White Horse Rapids are half a mile in length, and are greatly dreaded by all who make this journey. They are caused by a lava flow which extends across the river, and while less terrific in their appearance than the canyon, they have proved to be nevertheless far more dangerous, and every year a number of men are drowned here.

During the past two seasons alone over 20 unfortunate men, on their way to the gold fields, have lost their lives in these wild waters. The graves of those who have been found now dot the desolate shore for miles below. In this stretch of the river, which includes the Canyon and White Horse Rapids, there is a drop of 32 feet in three miles. From this one may judge of the velocity of the current.

We camped at the head of the rapids, and the next morning we began again the tedious work of carrying all our things over the portage, a labor which was rendered doubly arduous by the misery we had to endure from the musketoes. After all the boats were unloaded they were snubbed down the rapids, which was accomplished in the following manner: Each boat had been provided with about 200 feet of line expressly for this work, one man steered and another man armed with a pole kept the boat from dashing either ashore or against rocks, while the rest of the men, holding the line, followed along the bank.

These men held the line taut to check the boat, or allow it to run on, according to the signals given by those on board. Thus slowly, and almost foot by foot, the exciting passage was made, until the final pitch was reached. Here the force of the water is so great that it is the custom to haul the boats out and carry them over the rocks for a distance of about 50 yards. Fortunately for us, at the time of our passage these rocks were still covered with mush ice, over which we slid the boats with very little difficulty.

One party had a large scow, and this had been left till the last, as it was too unwieldy to be snubbed down by ropes over the rocks at the worst part; the only course therefore was to allow it to shoot the whole rapids and take its chances. After the other boats had all been safely brought down, they were manned and placed in readiness to offer assistance in case of an accident happening to the scow. While Pete, with three volunteers, went back to the head of the rapids to bring the scow down, the rest of us stationed ourselves along with poles and coils of rope ready to give whatever aid we could should there be any need.

Soon the scow appeared sweeping down the furious stretch of water. In a shorter time than it takes to tell it she reached the final pitch where the river roars through a gap in the lava bed scarcely 30 yards in width. It required great skill to steer directly through so narrow a pass. We all held our breath as the clumsy vessel made the last violent plunge and then buried her bow deep in the whirling foam. The next instant it rose half filled with water, and was safely borne away to a quiet pool below.

Having reloaded our boats we again set out. From White Horse Rapids the river is safe and smooth, and we made a quick run to the junction of the Tahkeena River, below. In the Chilcat language

deserves its name. We camped here and patiently endured the usual torture.

LAKE LABARGE.

The following morning, June 29, we started early and soon made the remaining 14 miles of the river; this brought us to Lake Labarge. This lake derives its name from a famous old frontiersman who was employed in the expedition which was sent up here in 1867 by the Western Union Telegraph Company. Lake Labarge is the last and the largest of the chain, being 31 miles long with an average breadth of five miles. It has also the reputation of being the most stormy one of the group, and is much dreaded by the miners.

We entered this lake at one o'clock in the afternoon, and as we were anxious to get through it as quickly as possible, we pulled steadily at the oars until 11 at night. As there is no darkness here during Summer, night travel presents no extra difficulty. About half way down the lake we fired at a flock of ducks, and the report of the gun awakened an echo which amazed the entire party. Immediately more shots were fired, and so strong and frequent were the reverberations that it seemed as if peals of artillery were being sounded up in the mountains.

At 11 o'clock, just as we were fearing the end of the lake, after a hard day's work, a violent storm suddenly arose, and in a few moments the surface of the water became covered with white caps. We were then in a narrow portion of the lake, between steep mountains, and as the wind poured through this gap it made a loud, hissing sound which was most impressive. The gale was more than our little boats could stand, and although the outlet was only five or six miles ahead, we were forced to run to the nearest landing. When we reached the shore we slept soundly till 3 in the afternoon. Then, as the wind had lulled a little, we made a dash for the outlet, which we succeeded in reaching after two hours of severe effort.

It was no small relief to reach the river and to realize that we were now through all the lakes. We had spent so far 15 days on the road, and we could congratulate ourselves in having passed over the worst part of the journey in so short a time. When Archbishop Seghers made his trip he met with much delay on the lakes, and they were six weeks in making this distance.

LEWES RIVER.

The river from Lake Labarge is known as the Lewes. On many maps it is incorrectly put down as Lewis River. It was named after one of the officials of the Hudson Bay Co., by the famous old pioneer, Robert Campbell. Campbell was a servant of the Hudson Bay Co., and was the first man ever on the Upper Yukon. He came down the Pelly River and reached the Lewes in 1842. Later on he returned and founded the old trading post of Ft. Selkirk in 1847. This post is situated at the confluence of the two rivers.

We continued down the Lewes as far as the junction of the Hootalingna, where we camped. This is a distance of 30 miles, and it is considered to be one of the dangerous passages, on account of the great swiftness of the current and the number of rocks and shoals. However, we traversed it very easily, as the river was in full flood. Twice only we grounded on sand bars, but soon got off. Directly opposite our tent stood a lonely grave. It was that of a poor fellow who was drowned near here in an upset. These melancholy incidents are very numerous, and every day so far we have passed the grave of some unfortunate traveler.

The next day, July 1, we passed Big Salmon River. This is a navigable tributary, about one hundred yards wide at the mouth. We passed on as far as Little Salmon, a distance of 71 miles, and then camped. The storm on Lake Labarge had scattered all the party, and we did not meet any of them until our arrival here, when we rejoined the Geological party, and from them we got news of the others.

FIVE FINGERS AND RINK RAPIDS.

The next day we arrived at Five Fingers, after a run of 62 miles. The name given by the miners to this rapid, where five huge columns of lava rise up across the river. This ob-

right, and the landing must be made in an eddy some 20 yards above. After we had climbed up the rocks we found a beautiful view spread before us. I think that this spot presents the fairest scene on the Yukon, and after we had spent a little time admiring it, the boats were run through. The course is by the channel between the right bank and the first rock. Although the rifle is very short, still a number of fatal accidents have occurred here.

Six miles below Five Fingers brought us to the Rink Rapids. This obstruction is one mile and a half long, and is caused by a chain of rocks, or rather a low ledge, which extends diagonally nearly across the river. Although the Rink Rapids are very noisy, yet they are the least important obstacle on the river. The little space left free is along the right-hand shore, and the passage is perfectly safe. The Rink Rapids is the last obstruction on the river, and from here down to the sea the Yukon presents an unbroken stretch of navigation.

We continued for several hours, and camped on a high bluff, after having made a run of 90 miles. I had named our camps as we went along, after the letters of the Greek alphabet, and this was Camp Sigma. It proved to be a most memorable one, on account of the agony we had to suffer from the musketoos. We made a smudge by allowing a lot of moss to smolder in a miner's goldpan. Soon the tent was filled with dense smoke. We were obliged to stretch ourselves flat on the ground and press our faces to the earth in order to breathe. Although gasping and half suffocated, it was nevertheless a most welcome respite from musketo torture.

PELLEY RIVER.

The next day we traveled for 14 hours. About 2 p. m. we reached the mouth of the Pelly River. The confluence of the Lewes and Pelly forms the Yukon. Here stood the old post of Ft. Selkirk, which was raided by the coast Indians in 1852. There is an immense lava flow here, which forms the most conspicuous feature in the landscape. It extends for 18 miles along the right bank of the Yukon, and it is believed to have come from a volcano some thirty miles up the Pelly River.

From Ft. Selkirk to the mouth of the White River is a distance of 97 miles, and we did not accomplish it until the next evening. This tributary is as yet entirely unexplored. It is a great river in itself, carrying a vast volume of water, and has a current of eight or ten miles. Its water might be described as a thick, white cream, and discolors the entire Yukon.

Throughout the whole country watered by the Lewes and Pelly there is a layer of volcanic ash from two to six inches deep. This layer of ash lies directly beneath the surface of the soil, and we had noticed it all along our journey. According to Dr. Dawson, the Canadian geologist, this layer of ash extends over an area of probably 25,000 square miles.

As the mud brought down by White River exactly resembles this ash, it may help to confirm the rumor of the existence of an active volcano near its headwaters. Ten miles below White River, Stewart River enters the Yukon. This stretch, which is fully a mile wide, is filled with islands and sand bars. We camped near the mouth of the Stewart, which is now entirely deserted. At the time of the Archbishop's journey there was a trading post here, which has since been removed to the mouth of the Pelly.

FORT RELIANCE AND FORTY-MILE CREEK.

On the following day we made 74 miles, and camped at a spot known as Fort Reliance. Formerly there was a trading post here, but not a vestige remains. On our way we passed Sixty-Mile Creek, where the first great gold discoveries were made which have attracted so many sturdy prospectors to this remote region. The name of this creek came from the miners, and designates its distance from Fort Reliance. The next stream which we passed was the Klondyke, a corruption of an Indian word, Tondak, meaning salmon stream. There is a small native village here, and at the time of our passing the few inhabitants were anxiously awaiting the coming of the salmon.

We left Fort Reliance early on the following morning, July 6. We were in high spirits, for only 48 miles yet remained to be accomplished, and we took to the oars with the pleasant feeling that our long journey was nearly completed. Five hours steady pulling, assisted by the strong current, brought us to the famous mining camp of Forty-Mile Creek, which was our terminus. As soon as we landed we heard to our great satisfaction that the river steamer had not yet arrived. Father Judge had already gone down, but we soon found the key of his little cabin, in which we installed ourselves while awaiting the arrival of the steamboat.

From the time of our departure from Juneau, on June 11, to our landing at Forty-Mile Creek on July 6, we have accomplished in 26 days a journey of 750 miles through an entirely desolate region. The prospect of a few days rest after the toil we had undergone was very pleasant.

Our hands needed time to heal, as well as our faces, which were sore from musketo bites and sunburn. It may sound odd to allude to sunburn in Alaska, but at times on our way the thermometer registered as high as 94° in the shade. In regard to variation of temperature probably very few countries can equal Alaska, where the thermometer has a range of 174°, or from 80° below zero to 94° above.

ALASKA THE LAND OF PROMISE.

Chicago Times-Herald

John C. W. Rhode of Chicago, in Charge of the
United States Land Office at Nulato, Tells
November 6 of His Experiences. 1898.

JOHN C. W. RHODE has been living in a wonderland world for some four months past. He has penetrated to the heart of American Alaska—not the Klondike—but the American gold fields in the northern fields of ice and snow. Appointed receiver and disburser of public moneys at the United States land office at Nulato, Alaska, last spring by President McKinley, he has paid an official visit to his new home and returned to apprise the officials at Washington what American Alaska needs in the way of land office improvements.

He is surcharged with facts about the Alaska country—substantial information such as business men and would-be pioneers desire. His eyes and ears have been used to good effect. His story is meaty and given to THE TIMES-HERALD readers just as he gave it a few days ago.

During the Swift administration at the city hall Mr. Rhode was superintendent of the street cleaning department. His acquaintanceship in Chicago extends from city limit to city limit. The energy he manifested in the city hall has now been applied to dissecting conditions in that portion of Alaska little referred to by travelers since the Klondike craze commenced.

Life in Alaska Summarized.

Briefly Mr. Rhode on his return to Chicago finds that American Alaska is:

Rich with gold, silver, copper and coal.
Men with stomach ailments or weak lungs should not venture into it.

Physically strong men can live there with comfort and profit.

Inexperienced miners are not wanted and will fail oftener than they will succeed.

Lawlessness is comparatively unknown in the Alaskan communities.

Provisions are not expensive when the freight haul necessary to get them there is considered.

Between 15,000 and 16,000 white men will winter in American Alaska.

The temperature ranges from 40 to 80 degrees below in winter, but the air being so dry is not severe.

American vegetables are easily raised.
The natives are peaceable, but the Greek

Catholic church manifests much opposition to their learning English and to the advent of English speaking people.

Mr. Rhode is on his way to Washington, where he will make an official report to the government. He then will return to Chicago and immediately start on his way back to the Alaskan country, going over the Dyea trail and taking his New Year's dinner in Dawson City.

Story of Mr. Rhode's Trip.

His story of Alaska is:

"I left Chicago the 6th of July and returned on the 26th of October. In that time I traveled 17,000 miles. I was in Seattle on July 10 and left there for the north on July 26 with a year and a half's supply of needful things, including the sash, doors and frames for the construction of a log house when I should reach my destination. I was at St. Michael's on Aug. 6, and left there on the 10th for up the Yukon via the steamer Milwaukee. Nearly two weeks and a half were occupied in reaching the Tanana River. In order to miss no interesting points along the Yukon I slept in the pilot-house of the steamer.

"I came to Nulato on Sept. 1, but found the place too isolated for the location of a land office. The spot is hundreds of miles away from the miners who would make use of the land office, and there is only one white man there, a Catholic priest from France, who is devoting his life to care of the Indians. I continued up the river to the mouth of the Tanana River, where at the postoffice of Weare I located the land office until I could report to Washington and return for permanent occupancy.

Importance of Dutch Harbor.

"I think just here before I describe the interior of American Alaska as I saw it that I should call attention to Onalaska and the Dutch Harbor country. Dutch Harbor is a coaling station 755 miles south of St. Michael's. Dutch Harbor is the last point in western Alaska where cows, pigs, chickens and ducks can be had. It is the store place of the North American Commercial

Company, the same company that holds the seal rights of the St. Paul and St. George islands. All large ocean vessels stop there for coal and water, the climate is superb, the grass is very fine and only trees are missing. A hill jutting out into the bay divides Onalaska from Dutch Harbor. At Onalaska is to be found a government school conducted by a Dr. Jackson and presided over by a Miss Miller from Chicago. The greatest opposition to this school is found among the priests of the Greek Catholic church, who are opposed to the study of the English language by the natives. These same priests also oppose the advent of the Americans, but Dr. Jackson is doing a very fine work in trying to overcome this opposition, and as special government commissioner of schools for Alaska he has much influence. The greatest need of this school at the present time is a printing press.

"I call this attention to Dutch Harbor and Onalaska because both are civilized places in Alaska for travelers to come to, have many natural advantages, and will be important cities in years to come when the territory is fully opened. I think no one entering Alaska to reside there for some years should fail to see these two points. As a base from which to operate they are very satisfactory."

Lake View's Colony of Gold Seekers.

Mr. Rhode then reverted to the Alaska where gold beckons all men on.

"Before I left St. Michael's to go to Nulato I met the Dusty Diamond outfit from Chicago. This party is made up of explorers and gold seekers from our own suburb of Lake View, and I am able to report that so far they have been doing very well. They built a boat and barges at St. Michael's island and thirty-six of them started for Galfin Bay, eighty miles across the sound from St. Michael's. From there they went inland eighty-five miles to Fish River. They

found gold and I learned were well rewarded for their exploration. Ten of the company went on the steamer Bradley to Minook, but failed to reach it owing to the coming winter. They therefore laid up at Amyrewski, 225 miles up the Yukon River, where they will winter. Three of the company are yet at St. Michael's, where the winter will be spent by them. The health of the entire party is very good and the expedition a success so far."

The Yukon and Its Delta.

Of the Yukon River in American Alaska and the country it passes through Mr. Rhode said:

"The river carries one-third more water into the Bering Sea than the Mississippi does into the Gulf of Mexico. The delta is from twenty-five to thirty miles wide, and on account of the dirt and sand swept into it every minute it is impossible for any ocean vessel to come nearer the mouth than thirty-five or forty miles. Going up the river for the first 225 miles there is no wood nor fuel of any kind to be had, except driftwood more or less soaked with water. Anything with which to make a fire, except this poor driftwood, is missing. But after this desert waste is passed and as far up as the mouth of the Tanana River an abundance of spruce grows. The spruce trees are from one to two feet in diameter and from forty to fifty feet high. Cottonwood also grows there in abundance, but is valueless. Still the spruce furnishes a good fuel and is used by the explorers.

Delightful Climate in August.

"The climate on this portion of the Yukon is superb. Up to the 4th of September I never saw anything finer than the weather. On the night of that day water standing in pails or barrels was frozen over, and since that time the tops of the mountains have been covered with snow. Still at no time while I was there was the cold what would be called severe in any dry atmosphere. The coldest that I saw it was 24 degrees above. When we left St. Michael's on Oct. 8 for Chicago the weather was just as it has been in Chicago for three or four days past, balmy and delightful. The thermometer registered in the neighborhood of 75. I must say this, though, that this fall has been an exceptional one as to weather in Alaska. In some years the bay at St. Michael's is frozen over by Oct. 18, but cold there does not mean what it does here, and I think for a sturdy man the suffering from inclement weather is less there than here.

"The snow when it falls is not wet and flaky. It does not cling to you. It comes down almost as a fine salt. The cold is great, but nothing as penetrating as if the air

were damp. A vigorous man supplied with the right kind of food would enjoy it at any season, but a man weak physically, especially weak in his stomach, ought not to face it. He should keep away from Alaska all the time. He is not wanted there and he cannot live there.

"Our trip on the Yukon had many bad luck features and all our misfortunes befell us

on Fridays. Entering the Yukon we had to wait for high tide in order to pass the mouth. Our first Friday was spent on a sandbar from which we did not float until late at night. The next Friday one of our men, by name William Hoffman of Milwaukee, fell overboard and was drowned. He swam bravely after the boat, but just as the rescuers were about to take hold of him he sank. The cold of the water exhausted him. Grappling irons were used and we stayed there half

day, but his body could not be recovered. The third Friday, while we were backing from a landing where we had been taking on wood, we struck a sandbar and our captain was thrown clear through the pilot-house, breaking it. Fortunately he was not seriously injured.

"Going to the Tanana River and returning I had excellent opportunities for studying the character of the natives. On the lower Yukon, as far up as Nulato, they are the dirtiest Indians any man ever saw. Bathing is unknown to them. The smell of seal oil constantly about them is extremely offensive. But in disposition these Indians are very kindly to newcomers. They are lacking in intelligence, but, strange enough, they have a moral code and live up to it very well. Their language is a puzzle. Every 200 miles going up the Yukon you find a new Indian tribe which does not speak the same language as the one you just left. The jargon you hear at Nulato would not be understood at Tanana. The different tribes do not understand each other.

The mastery by yourself of the language of one tribe does not enable you to talk with another tribe. The confusion of tongues is something wonderful and one of the things which make white progress with the natives so difficult. To really get along well in Alaska with the natives one would have to master a dozen different tongues—the work of more than a lifetime. The different tribes do not commingle with each other to any great extent, although hunting and fishing over much the same territory.

Hideous Customs.

"The most hideous custom which I found in any tribe that I came in contact with was the one of boring holes through the thick of the lips and putting heavy stones through these holes, or boring the nose and hanging through the hole heavy chains of beads or metal. While this style of decoration might indicate that the tribes were savage they are not. The men are gentle and the women kindly. Father Monroe, who has been at Nulato for three years as an educator of the Indians, told me that in all that time he had never seen a quarrel or a fight among them.

"Every organized church in the world has, I believe some representation in Alaska. There is a tremendous scramble for the souls of the natives by Catholics, Presbyterians, Methodists, Baptists and a lot of others. Of course the missionaries have a pretty hard time, because conversions, if any, are slow and financial support not great, but they are all vigorously preaching the gospel, and the natives do not object to it so long as through the presence of the missionaries they make some gains for their material needs."

Of the mineral wealth of Alaska Mr. Rhode spoke at length. He did not discuss the Klondike, for he has not visited it. All that he said of the gold regions was of those in American Alaska.

"The commercial center of the Yukon River," he said, "will be at the mouth of the Tanana River, where the postoffice of Weare has been established. The Tanana River is navigable for 700 miles, an advantage for commercial development not to be found in any other section of American Alaska. Along the river or near to it extensive coal fields have been discovered, although they are not yet worked, and probably will not be for some little time. But the mere fact that coal has been discovered in abundance assures for American Alaska a future a thousand times brighter than if coal were not there. While, as I have noted, one portion of the lower Yukon is supplied with an abundance of good timber, still coal is an absolute necessity to that country. Its discovery in the tributary fields to two great rivers, each navigable for hundreds of miles, is worth millions to the development of American Alaska. The question of perishing from cold or of suffering for fuel is disposed of once for all."

Great Silver and Copper Finds.

"Large copper beds have been discovered. The working of these adds a new incentive to the settlement of American Alaska. The opening of copper mines there means the location in the country of permanent working forces. Silver is found throughout the entire Tanana district, which, added to the placer gold fields, makes the region one of incalculable value to the explorer, the merchant and the wealth seeker. Now what I have said of the mineral wealth of the Tanana district—a district easily accessible in the summer season from the Yukon—holds good of the Malozikakat, Tozikakat, Schafflin Creek and Jackson Creek districts, all contiguous to the Tanana fields. Coal, silver, copper and gold are to be found in them by sturdy men of good health, who have the patience and perseverance to work.

"The headwaters and tributaries of the Koyukuk River district are between 125 and 150 miles distant from the mouth of the Tanana River. In winter these will be reached by a trail. In summer specially built boats drawing from fourteen to eighteen inches of water will be able to go 400 miles up the Koyukuk. In this district is also good mining. Although easy of access from Tanana and valuable to work. I think what I have said makes it plain that an immense bed of mineral wealth radiates from the mouth of the Tanana in American Alaska, and that there are to be the great settlements of the future."

Crudities of the Gold Hunting Era.

"Of course the gold mining of American Alaska is yet placer working, and that in more or less crude form. The best instruments for placer working have not yet been brought into use and may not be until after the first eagerness to get at gold is over and people have settled down to steady application to their claims. Expert mining has not

yet become part of the work in the fields. People are too much in a hurry. So many come in there who expect to find the gold lying in heaps before them. Many think they are going to carry it away in bags, and that somebody will fill the bags for them without their doing anything for it. The panning system used is very old-fashioned. Ore mining has not yet been attempted. No lodes have been uncovered, and I do not know that any are yet being sought for. But good quantities of gold are in the Tanana district and are to be had for the same persistency in work that a man would apply to an ordinary occupation in this country.

"A gold seeker has not in that country such terrible hardships to endure, as some would make out. The worst stories which are brought back to this country about Alaska come from this class of people. They leave the United States with outfits which are wholly inadequate for the climate which they are to live in. They have no practical experience in mining and make no effort to learn what will be required of them after they enter the fields. When they reach the gold district they expect somebody to select their claims for them, work them, turn over the gold to them, and then to allow them to peacefully depart. Of course, no one does this for them. In time their supply of provisions gives out. They have found no gold because they did not look for it. They have suffered from the cold because they dressed unwisely. They have been hungry because they took so little with them. Becoming disgusted they return to the states declaring with every breath that Alaska is a miserable failure. As a matter of fact in all their trip they have learned nothing of Alaska, seen nothing of the real country, made no effort to get at its real riches and are absolutely incompetent to say anything of that prosperous land."

Fine Opportunities for the Sturdy.

"A man who goes into Alaska to stay until he has acquired wealth, who is physically strong, who profits by the experience of those before him, will, in the majority of cases, have no regrets that he went there. He will live during the winter in a temperature of from 40 to 80 degrees below. He will see more snow than he ever saw before. He will pass through such a winter's night as heretofore he has only read of in books. He will eat plain food and cut a great deal of fuel. But he will find gold, he will acquire valuable property, he will be protected by American laws, and if he chooses he can stay there all of his days and be very contented. I saw during my stay at the mouth of the Tanana any number of located miners coming in with their bags of gold. They came to purchase their winter supplies, which they paid for in gold. They announced their locations and stated that they would work them all through the winter. These men were husky Americans, who had been at the heart of Alaska and were satisfied. It is safe to say that fully 16,000 of such men will remain in American Alaska all winter, and most of them will be busy in profitable work."

"Pat Galvin, a friend of mine in that coun-

try, came down with me and is now visiting friends in London. He is a millionaire at Dawson City. He has made his money out of mining. He bought at St. Michael's a boat and a barge and loaded them with provisions and sent them up the Yukon before we left St. Michael's. It was the last boat to ascend the river this year. Galvin will return to Dawson City at the same time that I go northward again, and we expect to take our New Year's dinner together in Dawson City after crossing the ice trail."

"The supply of provisions in American Alaska is now good and the prices for the same are not high, considering the long haul necessary before they can be got there. Of course, where the boats cannot reach certain settlements the stock of food is not as large as along the river settlements. From the interior points the settlers will have to come in and get food during the winter at river towns. But there is enough wholesome food for every man up there and no stories of starvation ought to come out of the country."

"Bacon is 40 cents a pound. Flour is \$4 a sack. Tomatoes and all kinds of canned vegetables are 50 cents a can. At some points shoes and clothing are quite high and at other points very low. The moral conduct of the people in the various towns is good. St. Michael's is as orderly as any community in this country. A military reservation is there, with Captain Walker in command. The marshal of the district is Captain Vawter. Lawlessness does not exist. There is no necessity for men carrying firearms for protection. People mind their own business much better than they do in the states. People are ready to help each other also. Many ladies are in the country and are enjoying themselves."

Prospects Bright for Everybody.

"As to the future of Alaska, undoubtedly many new gold discoveries are to be made during the coming year. The cream of the placer districts has only been taken and lode working has not yet been attempted. The placer districts have not been worked hard. Much paying gold to be found for years is still in them. Sluicing is not far advanced. Many dredges are being built for next summer's work and the gold output of 1899 will be the largest in the history of that country. Unfortunately the United States government is not aware of the full value of American Alaska and in consequence that government protection is not thrown about it which ought to be given. The southeastern portion of American Alaska has not the same interests as the northwestern portion and each needs separate attention from the government with practical legislation for both. The postal system or lack of system in the country is abominable considering the number of people who are up there. Men wait at St. Michaels for weeks looking for mail which does not come and finally leave discouraged. Only two official mails were received at St. Michaels during the summer. One came in July and one in September. The postoffice at St. Michaels is fourth class and all the mail which is to go up the Yukon should be thrown off there because it could be sent from there to points which are not on the postoffice routes. No postoffice has been established at Nulato and there ought to be one there. Enough people are now in the country to make a complete extension of our postal system throughout the country a valuable thing.

"People who think of Alaska as a barren waste should get the idea out of their heads as quickly as possible. The finest moss in the world grows in Alaska. Superb water is to be found there. The timber is of the best quality. The summer temperature has no equal anywhere. I brought back with me a turnip, a potatoe and a red beet which were grown at Dexter Point, Galatin Bay. They were planted on July 10 and the mates to them were eaten on Sept. 1. They are vegetables of the finest quality and can be grown in that climate in abundance. Alaska is only barren in the books which have been written about it by people who never were there.

St. Michaels' First Newspaper.

"People do not lack for amusement in that country. Life is not dreary there. Here is a copy of the first newspaper ever printed in St. Michaels. It is printed with a type-writer and each copy cost 50 cents. It is called the Aurora Borealis and the first number was issued Jan. 1. You saw from it that Judge Shephard gave a dinner to Lieutenant Jarvis, U. S. N., on Dec. 31. We recall of Weyler from Cuba is noted in the report of the picking of the pockets of Joseph Ladue while in Chicago is given in full. The regulations governing the use and occupation of lands within the limits of the military reservation of Fort St. Michael are given. Here is an interesting note:

"Uncle Sam's men surely enjoyed themselves New Year's. The men had an excellent dinner and a good dish of ice cream, like mother used to make, thanks to Mrs. Maynard and Mrs. Josle. The chief, cook, Harris, who has not been in his kitchen lately owing to an accident, turned out some of his famous dishes, and the whole thing was washed down with some good Rainier. The dining-room was artistically arranged and draped by the artists, Corporal Byrnes and Private Chapman."

"Here is a bill of fare at Una, Alaska on the evening of Dec. 18:

Fresh salmon trout, fried smelt, venison stew, new potatoes, young carrots, red wine.

"That is not bad living and one does not have to be a millionaire to get it in Alaska. The school programmes for the children's celebration on Christmas of last year were hand-made, with artistic illustrations. This celebration was at Onalaska. Here was a Christmas anthem by Anastasis Dyaknoff, Leucalla Krukoff, Irene Suvoroff and Kate Shalshnikoff—little children of the far-away land. They had a Christmas tree, and the performance closed with the recessional "Emmanuel." Civilization has penetrated a long way into Alaska, when life is occupied there like this. Fourth of July was celebrated there by the public schools. "Hail Columbia" was sung while the Spanish fleet was sinking at Santiago. A little Russian girl delivered a recitation on the character of Washington. All kinds of patriotic songs were sung. American Alaska is populated by Americans of the Americans. The love of the home country is very intense and for that reason if none other the government at Washington ought to extend greater protection to the people who are there.

But All Is Not Rosy There.

"I do not mean to present a rose-colored picture of American Alaska nor to cause people to form a wrong impression of what they will have to encounter if they go there. Life at the best is not easy there, and nerve, great will power and physical endurance are needed by anyone who goes there for gold. Absence of postal facilities, of the telegraph and the telephone, of railroads, all serve to cut men off from comforts they are accustomed to here. Fields of ice and mountains of snow confront one at every turn. Ice and snow must be gone through to reach the precious metals beneath. Coarse and plain food must be subsisted on for months. Considerable money is needed at the very outset for any one to attempt to enter that country and gain anything by it. Further, some previous experience in roughing it or preparation for frontier life is needed.

"But when all this is said there is the other side, that, given horse sense, capital and endurance, any man can go into American Alaska and win a fortune, perhaps millions. The wealth is there—greater than any man can calculate. I believe Alaska to be one huge mineral bed that will prove to be a center of mining industry such as the world has never yet known. Not even the rigors of the climate can keep back the uncovering of the immense beds of mineral lying now under the snow and ice of American Alaska."

Mr. Rhode suffered not at all from his long journey. He came back in magnificent health.

A KLONDIKE MENU.

Soups.

In it. Just out of it.

Puree de Tomato-Can.

Icicles. Snowdrops.

Fish.

Fried soles (of boots).
Suckers from the States.
(h) Eels (also of boots.)

Entrees.

Stakes (pine).
Roast leg of boot with axle grease sauce.

Roast.

Canvas back gripsacks. Umbrella ribs.

Dessert.

Ice. Wind Pudding. Snow.

Drinks.

Cold water. Iced water. Hot water.
Melted snow. Melted ice.

The Chef.

TRAVEL IN WINTER IN ALASKA.



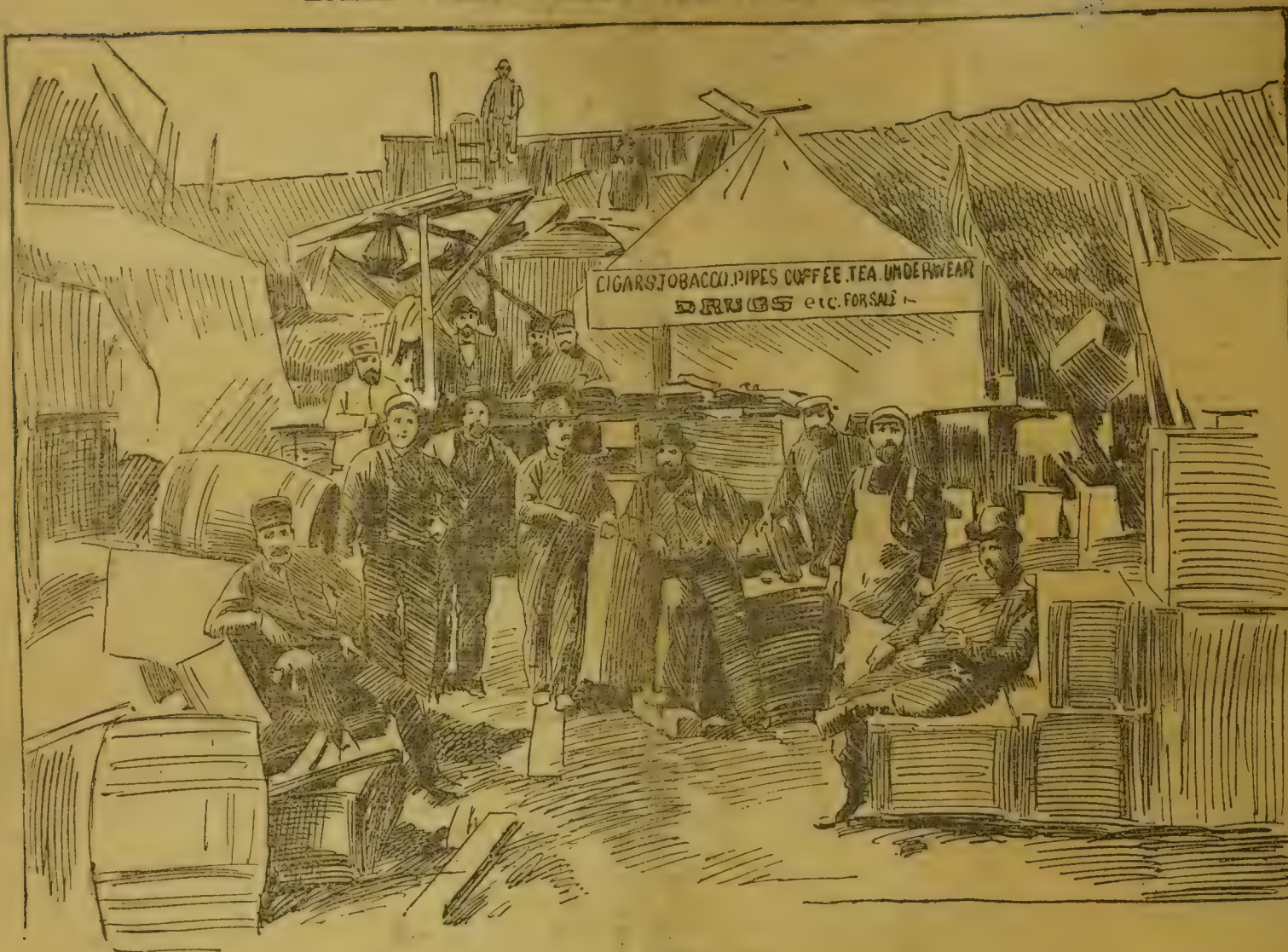
Dogs are valuable animals in Alaska. The picture shows a dog train coming out of the forest. Some of the brutes are resting in the snow. Since the gold finds in Alaska the breeding of these dogs has become a necessity. They sell at high prices.

BARON ENGELSTADT'S HOME IN ALASKA.



The picture is a good illustration of an Alaskan house and all that goes with it. The home of Engelstadt, once an opera singer in Norway, is in front looking with wonder at the lens of the camera.

LAKE VIEW MEN NOW IN ALASKA.



The picture shows the members of the Dusty Diamond Company now in Alaska. They are all residents of Lake View. Mr. Rhode is to be seen standing in the background to the left. The members of this party are:

FRED HEIDRICH.	CHR. REICH.	FRED NEUSTADT.	CHAS. P. CHAPMAN.	H. SCHWARZSCHULZ.
FRED BUSHHORN.	MATH. MEIER.	PERCY L. BRABON.	W. S. PORTEUS.	WALTER BEGOLL.
GEORGE DIAMOND.	JACOB SCHUBEFT.	PHILIP KING.	CHARLES SCHOCH.	FRED L. PORTER.
W. OTTEN.	C. C. CADY.	JOHN BAUER.	J. L. AMANN.	N. L. SCHMITT.
FRANK FRIEDL.	CHARLES OSWALD.	WILLIAM ZAGE.	WILLIAM SCHELLE.	H. NITSCH.
W. CARY.	HARRY GREEN.	J. J. FRANZEN.	JOHN SAYERS.	AUG. PETERSON.
EARL C. STUMBALL.	R. H. WELDEN.	WALTER E. DEAN.	AUGUST WRUCK.	JOHN KIRSCHER.
A. D. TAYLOR.	W. T. WATERS.	H. SMIEDING.	ROBERT RICE.	LOUIS TIEMEYER.
F. KLEINER.	W. MERSBOCH.	EMIL KUTZNER.	GEORGE ALLES.	ALBERT SCHNEIDER.
EDWARD PETRIE.	CHARLES EILES.			

The party left Chicago March 23 and arrived at St. Michael's July 2. All are well and prospering.

WEARE, THE POSTOFFICE AT THE TANANA.



Here the United States land office for Alaska is temporarily located. The place is at the mouth of the Tanana River. Mr. Rhode thinks the commercial center of American Alaska will be established at this point. The American flag is always floating there.

AN OPERA SINGER'S RETREAT FROM THE WORLD.



The group represents the family of E. Engelstadt. He was originally a royal opera singer in Norway. He tired of the world and came to the St. Michael's country. There he married a native woman and by her has had the above children. His wife is the woman on the right. The other woman is a relative of hers. Notice in the face of the children how the cross of Norse blood has risen superior to the native blood of the mother. Engelstadt is known in the Alaskan country as "The Baron." He is a man of learning and refinement, who says: "I have destroyed all bridges left behind me."

GOLD MINING IN ALASKA.



This picture secured by Mr. Rhode is a faithful one of the methods followed throughout Alaska by the miners. The scene is a winter one, when cold and ice make ceaseless battle against the efforts of man to wrest wealth from Mother Earth.

FEB. 22, 1899



A Mid-winter Trip to Lapland

By SHELDON JACKSON, D.D., LL.D.



ARGE numbers of tourists have visited Lapland in summer, but only few have tried that Arctic region in winter. When, in the fall of 1897, news began to be received that the miners on

the Yukon were short of provisions, and that there would be much suffering before another season's supply could be procured, it was a foregone conclusion that the reindeer would supply an important part in relieving them. Instructions were at once sent to the reindeer stations in Alaska to place every available reindeer broken to harness at the disposal of Colonel Randall, U. S. A., at St. Michael, for the freighting of provisions to the miners

in the lower Yukon Valley. To reach and relieve those in the Upper Yukon the Secretary of War determined to send to Lapland for reindeer, sleds, harness, and expert drivers, as the winter ice had already closed the ports of Siberia, where reindeer had usually been purchased. Having been connected with the introduction of reindeer into Alaska from the beginning, I was appointed a commission to proceed to Lapland for the purchase of reindeer, and First Lieutenant D. B. Devore, U. S. A., military aid to Secretary Alger, was directed to accompany me as disbursing agent. We received our instructions December 23, and on the evening of the same day I left for New York, and on the following day held conferences with the managers of the several trans-Atlantic steamship companies centered in that city with reference to the transportation of the reindeer and Laps to the United States.

The Voyage Begun

In the evening I went on board the steamship *Lucania* of the Cunard line. At 6.30 A.M. on Christmas morning the steamer left the dock and started down the bay. The morning was clear and cold, and the steamer was encased in ice from the storm of the previous day. Sandy Hook was passed about sunrise and we were out at sea. The voyage of five and a quarter days was without any unusual incident. We reached London December 31.

On New Year's morning I received a telegram in London from Mr. William Kjellmann, Agent of the Department of the Interior, who had reached Norway, asking for funds. The Lapps, who alone have the reindeer for sale, are a semi-civilized people, unaccustomed to commercial methods. A would-be buyer must show his money and at least make a partial payment at the time of purchase. Hence Mr. Kjellmann could accomplish but little until he had funds in hand.

It was New Year's Day, and as no one could suggest any method of getting money to Mr. Kjellmann sooner than by mail, we decided in the afternoon that I should push on to Lapland with money.

A Sabbath in London

After breakfast, on Sunday, January 2, I took an omnibus across the city to Marlborough Place to attend divine service at St. John's Wood Presbyterian Church, my old friend Rev. Monro Gibson, D.D., pastor. As three Korean converts were to be baptized and received into the church before the morning service, I supposed that I had started in time to reach the church at 10.30, but the progress of the omnibus was so slow that I missed the baptism. Preaching service commenced at 11, followed by communion. The large house, with galleries on three sides, was packed full. At the communion service I assisted Dr. Gibson. After the distribution of the elements, Dr. Gibson briefly introduced me to

the audience as the Moderator of the General Assembly of the United States, and at his request I gave a few words of greeting to the congregation. In passing the bread, the communicant at the head of a pew took a slice of bread from the plate, and, breaking off a portion for himself, passed the slice along the pew from aisle to aisle, while the ruling elder bearing the plate went on down the aisle, and upon his return from the rear of the church gathered up the fragments from the pew. This was a very expeditious method of distributing the bread among the audience. Immediately after forenoon service I hastened to attend a three o'clock service in Westminster Abbey. The preacher of the day was Rev. Canon Wilberforce, who took for his text Romans 8: 29: "For whom he did foreknow he also did predestinate to be conformed to the image of his Son, that he might be the firstborn among many brethren." In the evening I attended the City Temple, the Rev. Joseph Parker, D.D., pastor. The large church and galleries were crowded to suffocation.

Difficulties in the Way

January 3d, I learned at the office of the Atlantic Transport Steamship Company, that the Department of Agriculture, of the English government, had recently issued a circular forbidding introduction into England of any stock from Norway and Sweden, to protect English cattle from the foot-rot which had broken out in Southern Sweden among some of the

cattle. Not only was stock of all kinds forbidden to land in England, but ships carrying such stock to other countries were to be quarantined twenty-one days before being allowed to load other cattle to return to England. As this threatened to greatly increase the expense and difficulty of chartering a ship, I proceeded to the American Embassy, where it was suggested that I visit the British Department of Agriculture, and talk over the matter unofficially with the officer in charge and find out if any official action would be necessary. I found that the officer wanted was the First Assistant Secretary of Agriculture. He took much interest in the proposal to procure reindeer to relieve the destitute miners in the Yukon, and suggested that we secure a steamer not engaged in the cattle trade and take the reindeer direct from Lapland to America, which suggestion was afterwards carried

out. Procuring a through ticket from London to Christiania, Norway, via Queensboro; Flushing, Holland; Gooch, Hamburg and Kiel, Germany; Copenhagen, Denmark; and Helsingborg, Sweden, at 8:15 P. M., I left the Victoria depot for Queensboro, which was reached at 10:25 P. M. I immediately went aboard the steam-

Koningin Regentes, that was to convey me across the chan-

nel. On Jan. 4th, breakfast was had on the steamer at 4 o'clock A. M., and at 4:45 I left the steamer at Flushing, and took the through car to Hamburg, Germany. At 10 o'clock A. M., the train passed out of Holland, and entered Germany, at Gooch, where baggage was inspected by the customs officials. At noon, dinner was served in the car compartment on a tray brought from the outside. The distinctive features of that portion of Holland, Germany and Denmark through which I traveled, was wind-mills with one and one-half story houses, with side and eaves but a few feet from the ground. Hamburg was reached at 4:45 P. M., and Kiel at 7:22. After supper, I went aboard a steamer which at midnight crossed from Kiel to Kosor, Denmark, reaching the latter place early in the morning. At Kosor, the baggage was again examined. At 10 o'clock we were in Copenhagen, where I changed cars for Christiania. At noon, we crossed from Helsingor, Denmark, to Helsingborg, Sweden, dinner being served on the ferryboat. At Helsingborg, my hand baggage was again inspected by the customs officer. After crossing into Sweden, snow fences with an oval pitch to make the snow whirl away from the track, began to appear on the railroad.

Through Sweden by Rail

It was in Sweden that I first encountered snow and signs of winter. The car conductor, upon coming to the compartment for the passenger's ticket, would first rap at the door, and upon the passenger looking up, respectfully lift his cap, then approach and ask the privilege of seeing the ticket; then, removing a coupon or punching the ticket as might be, return the ticket to the passenger and back out of the compartment, and at the door again touch his cap. After

leaving Gottenburgh, at 6:50 P. M., the conductor brought me a pair of woolen blankets and a small pillow, of which I was expected to make a bed on the car-seat, which was about seven feet long. Sometime during the night we crossed the border between Sweden and Norway and was there awakened by the Norwegian customs officer who wanted to see the inside of my satchel. At 6:17 A. M. on a dark Tuesday morning we reached Christiania, Norway. As my trunks had been checked through from London, I went to the baggage-room and opened them for the inspection of the baggage officer, then giving myself in charge of the porter I was whirled away in a sleigh to the Victoria Hotel, where I found a well warmed, comfortable room. After breakfast I strolled around the streets until 10 o'clock, when the offices were opened and the day's business began. Christiania, the capital of Norway, was established in its present location by

served in the museum of the university of Norway. Although it was not the regular day for the admission of visitors, yet the presentation of a letter of introduction from the United States Commissioner of Education, opened the doors and secured me every possible attention. The old ship which was dug up in 1880 embedded in a body of blue clay, to which it owes its preservation, has a total length from stem to stern of 108 feet, with a breadth of 16 feet. To the mast in the centre, a large square sail was attached by means of a pulley. In the third plank from the top are sixteen rowlocks. The rudder was placed on the right side of the ship. At the foot of the mast was placed the wooden tomb chamber. The old Viking chiefs being often buried with their arms and their treasures in their ships. In the same room with the ship were a number of metal dishes, together with a portion of the bones of a chief who had been thus buried. After returning from the museum, hiring a sleigh and driver, a ride was had around the city and the evening was pleasantly spent with the consul and his family, with whom I found that we had many mutual friends in Minnesota.

(To be continued).

II.

Among the Northern Wilds



On January 7th I arose at 6 o'clock, in order to get breakfast before taking the train at 7:27 for Trondhjem. At Hamar, where a warm breakfast was served, we changed from broad to narrow-gauge cars. Part of the way I had a compartment exclusively to myself, afterwards a white haired

gentleman of commanding appearance, occupied the compartment with me. Upon changing cars, I found that my companion was Stiftsproost Chr. Hall, Hofpraedikant, Munkedamsveien 68 Christiania, a Lutheran clergyman and court preacher at Christiania. As he could talk a little English it made it very pleasant for me, after having been traveling a week among people of foreign speech, with whom I could only communicate by signs. Dr. Hall was on his way to Tonsest, to make an address before a literary society.

Our route, that day, was one of the wildest and most characteristic of Norway mountain scenery attainable by rail. In the morning we skirted Lake Majosen, which is the largest lake in Norway, being 62 miles long, 9 1-2 miles wide, and, in some portions, 1,575 feet deep. At Eidsbold, we passed near to a farm house, where, in 1814, the Norwegian Constitution was adopted. At Hamar, is a long bridge which dates back from 1152, when the bishopric was founded at that place by the papal Nuncio, Nicholas Breakspere, an Englishman, afterwards known as Pope Adrian IV. After leaving Hamar, the train crosses over from the valley of Lake Majosen to the valley of the celebrated river Glommen, along whose winding valley it gradually ascends until the high mountain levels are reached in the neighborhood of Roros, on the dreary and inclement plateau 2,060 feet above tide water. This plateau is celebrated for the abundance of reindeer moss. As the ascent is made, the valley grows narrower and the mountains higher and more precipitous. Evergreen forests skirt the road out of which rises high mountains, in summer carpeted with yellow moss, now white with drifting snow. During the day we passed through several snow-storms, and the snow grew deeper as we advanced northward. As the night was clear and the moon full, the ride through the mountains was altogether too attractive to admit of sleep.

At midnight I reached Trondhjem, and, taking an omnibus, was soon comfortably settled at the Grand Hotel. On January 8th, as soon as the banks were opened, I made a deposit of one thousand dollars for Mr. Kjellmann, which was telegraphed to Alten, Lapland, to his credit. I also visited the Den Nordenfjeldske Kredit Bank and deposited \$150 to the credit of each



A LITTLE LAPLANDER

Christian IV., of Denmark, in 1624. It is the legitimate successor, however, of the mediæval town of Oslo, which was founded by Harald Haardraada about the year 1050. In the cathedral of the old town, James I., of England, was married to Anne, of Denmark, in 1589. The university was founded by Frederick VI., of Denmark, in 1811. It has five faculties with fifty-five professors, who lecture without charge to 1,200 students. The city is enriched with zoological, botanical, zootomical, ethnographical, and art museums, also with extensive mineralogical, physical and medical collections. Also a collection of northern antiquities and cabinet of coins on an elevation at the west end of the city. In the beautiful Slat Park stands the royal palace, a plain edifice with a classical portico.

At 10 A. M. I presented the American consul, Mr. Henry Bordewich, of Minnesota, a letter from Secretary Sherman to American officials in Sweden, Norway and Denmark, to render all possible aid in securing reindeer. In company with the consul a call was made upon the Secretary of the Interior of the Norwegian Government, who gave me a circular letter to the Norwegian officials in Lapland, requesting them to extend all possible assistance in my enterprise.

The "Viking Ship" Visited

After the transaction of public business a visit was made to the Viking ship, pre-

of the three Norwegians, who remained with the reindeer herds in Alaska; this being a portion of their salary for 1896-7. At the request of the Lapps in Alaska, I had, year by year, deposited the larger portion of their salary in this institution, so that four families that had returned a few weeks before to Lapland found \$1,000 each to their credit, which made them wealthy in the eyes of their neighbors. This represents their savings for three years in the United States.

Owing to its nearness and accessibility by rail with the mountain plateaus, Trondhjem is one of the best markets in Norway for procuring reindeer moss. A few weeks previous, Mr. William Kjellmann, while enroute to Lapland, visited the traders and farmers in the neighborhood and arranged for several hundred tons of moss to be delivered at Trondhjem. I now completed that purchase of moss and arranged with Mr. E. A. Tonseth's commission house for its reception and shipment upon the steamer that was to be chartered to carry the reindeer, and which would call at that harbor to carry the moss.

Having completed all business arrangements, and a few hours remaining before the sailing of the steamer *Nor*, I took the opportunity of seeing the city. Trondhjem is a city of 30,000 inhabitants, dating back to the tenth century and is the northernmost of the European cities, being in corresponding latitude of St. Michael, Behring Sea. As early as 996, Olaf Trygvason founded a palace and a church which he dedicated to Saint Clement. From this church grew the Cathedral, which still stands. His plans were greatly enlarged by Saint Olaf, who is regarded as the founder and patron of the city (1016). Having been killed in battle (1030), his remains were placed in a silver coffin, which weighed 225 pounds, and put on the high altar of St. Clement's

Church, where it remained for 500 years, when it was removed to Copenhagen. It now attracts hosts of pilgrims. In 1151 St. Clement's Church was considerably enlarged. In 1161 additions were made to the building, among them being the Octagon Apse, which covered the relics of Saint Olaf, and during the period from 1248 to 1300 there was added the grand Nave, creating the grandest church in Scandinavia. In 1531 a terrible fire destroyed both the Cathedral and the whole town.

The adoption of the revolution, a few years later, stopped the work of restoration until 1869. About the time of the reformation a portion of the Cathedral was burned, leaving the massive stones still standing. After remaining three or four hundred years without a roof, the Norwegian government commenced repairs on the Cathedral. At that time most of the numerous churches and monasteries in Norway were swept away. In one portion of the Cathedral is a "Holy Hill," the curb-stones being worn with the rubbing of the ropes or chains in raising water for the hosts of pilgrims that centuries ago visited the place.

Trondhjem is the cradle of the kingdom of Norway—all the Norwegian kings having been crowned in the Cathedral; and formerly the Oething or Parliament, held its meetings here. In the eleventh and twelfth centuries, it was the burial place of the kings. The city has also an Academy of Science founded in 1760, which possesses a library of 70,000 volumes and a large collection of natural history antiquities. To the south of the city is the Lefros, one of the largest waterfalls in Norway.

After dining, I went on board the steamer *Vesteraalen*, for Tromsø; two or three important telegrams reaching me, I returned on shore to the telegraph office, where I was detained until after eleven o'clock. At midnight, upon the arrival of the train and mail from Christiania, the steamer *Vesteraalen* sailed for Tromsø. Sunday, the 9th, was a day of squalls, of alternate rain, sleet and snow, notwithstanding which I spent much of the time on deck. During the day the steamer passed the island of Torgen (Market-Islet), a prominent hill resembling a hat floating on the sea. This island is noted for a large natural tunnel 407 feet above the sea, which passes entirely through the hill 535 feet long, with a width of thirty-six to fifty-six feet, and a height from sixty-five to 246 feet.

Towards the evening we crossed the Arctic Circle at the island of Hestmandø, which bears a strong resemblance to a horseman with a long cloak falling over his horse. During the night we passed the celebrated Maelstrom, which was the wonderful natural phenomenon on the Norwegian coast that most attracted my imagination during school-boy days.

The morning of January 10th found us steaming amidst the lofty and rugged peaks of the Lofoden Islands. It was the great fishing season and fishermen were gathering to these islands from all portions of Norway and Sweden, and even from Denmark and Scotland. The season, which opens early in January, lasts until the middle of March, when 20,000 men are engaged in the trade, with an average catch of 32,000,000 of fish.

A peculiarity of the Norwegian coast is the great number of lighthouses provided by the government; the steamer no sooner passed and lost sight of one behind it than another loomed up ahead. I am informed that some of the lights are only lighted about the time the mail steamer is expected, and after it passes are extinguished. The abundance of light-

houses enables the steamer to navigate the narrow and dangerous channels between the islands with safety during the darkest nights. The greatest trouble encountered by our steamer was the thick blinding snow-storms which prevented the lighthouses from being seen.

Another peculiarity of the Norwegian government in its care for the people, which impresses a stranger, is the extent of postal and telegraphic facilities. Every important village to the northernmost bounds of the country, five degrees north of the Arctic Circle, has mail facilities and also either telegraphic or telephonic communication with the rest of the world. There are many telegraphic stations north of the Arctic Circle, and when the lines stop, communication is continued by the means of the telephone, even up to North Cape—the northernmost limit of Europe. A fast steamer carries the mail from the end of the railway at Trondhjem semi-weekly to the northernmost limit of settlements. Small steamers connect with the main mail steamers and carry the semi-weekly mail into all the villages and settlements along the many fjords, and from the end of the fjords swift reindeer teams carry the mail inland, hundreds of miles in every direction, across Norway and Sweden to the bounds of Russia. Very few of the

places along the sea-coast have wharves; a large row-boat comes out to meet the steamer, exchanging mails, freight and passengers.

At 5 A. M., on January 11th, I reached Tromsø, a city of 6,000 inhabitants, possessing a valuable museum of natural history. At Tromsø we were transferred from the steamer *Vesteraalen*, to the *Sigurd Jarl*; at 7 A. M. were on our way to Hammerfest, which place we expected to reach that same evening, but the sea was so rough and the snow squalls so blinding that we did not reach there until 2 o'clock the following day. Hammerfest is the most northern city in the world. At this season of the year, the sun is not visible from November 18th, to January 23d. The city is lighted with electric lights. It carries on a busy trade with Russia and Spitzbergen.

As soon as the ship dropped anchor, I was transferred by row-boat directly to the steamer *Nor*. This is one of the small steamers which make side trips up the fjords; the special route of the *Nor* being the Alten fjord, at the head of which lies the village Bosekop, which was my destination.

As the steamer did not start until the following morning, I went ashore to see the town under electric light. As the school hours are from ten to two, in that city, I found the schools closed for the day, and the children thronged the streets riding down hill on sleds. The houses are built irregularly along crowded streets and are without door yards, or, at least I did not discover them in the darkness. Having business with a merchant, and going to the store, found that he went home at two o'clock to dinner and after dinner took a nap, but would return to the store at 4 P. M. I met with the same experience in calling on the highest Norwegian officials in the city, and also the British vice-Consul.

January 13th, our little steamer got under way at 7 A. M., and although in mid-winter and the whole land was covered with ice and snow, there was not a particle of ice in the ocean. The day, however, proved to be one of wind and snow-storms which added greatly to the attractiveness of the scenery as we steamed up the narrow fjord. At Bosekop, the captain gave orders to the boatmen in a row-boat, to take me up to the hotel. I was leaving the last man who could speak English; I knew scarcely a word of Norwegian, and had no interpreter. I was motioned to follow as the sled pushed out into the inky darkness. The hotel was on the first table-land above the sea, about a quarter of a mile distant

from the landing, but as I floundered and stumbled over the snow-banks, it was a long quarter of a mile and I was very glad when I was at length shewn into the well-lighted and well-warmed little parlor, with a good bedroom adjoining, which were my quarters for the next three weeks.

The hotel was a very good two-story log building, overlooking the sea. The man of the house came in and sat down a few minutes, but as neither of us understood the other, he soon went out, and I was left alone to make my wants known by signs.

Bosekop is the Lappish for "whale-bay," and is a small village of a few hundred people. It is of scientific interest because of the old coast lines, some of which are 200 feet above the present level of the sea. In 1882 and 1883, it was one of the stations of the International Polar Commission. It is of commercial importance, as the market of great fairs which are held annually on the first of December and third of March, to which the Lapps flock in crowds from all over Swedish and Norwegian Lapland—even from Finland. They bring reindeer flesh, butter and game (sometimes as many as ten thousand ptarmigan), which they exchange for fish, flour and groceries. It is the seat of a landsman, clergyman and physician. The clergymen, physicians and teachers through this section of Norway are provided and paid for by the government. In the immediate vicinity of the place there are a number of sacred stones and sacred mountains, and about twenty five miles away are the Vriolla-Njunnas—the famous places of sacrifice before the introduction of Christianity into Lapland.

Soon after my arrival at the hotel, I was handed a number of telegrams with reference to the work in hand. But for telegrams nearly every other day from Washington, and telegrams from Mr. Kjellmann and others in Norway in connection with the work, life at the hotel would have been exceedingly dull. The day after my arrival, the Rev. Askani Zucco-Cuccagna, an Italian Roman Catholic Priest, called to pay his respects. As I converse in neither Norwegian, French or Italian, he attempted to carry on a conversation in Latin, which was certainly amusing but not edifying. Under the circumstances conversation was not very free or exciting. On Sunday morning, January 16th, Mr. Kjellmann arrived from the interior, having been delayed two days on the mountains where he was lost in a blizzard, riding nearly all Friday and Saturday nights of the intervening day without sleep. He reported the welcome information that 500 trained deer that were ordered, together with sleds, harness and fifty drivers, had been secured.

(To be Continued).

III.—Perils of Arctic Travel—Lapps and Deer in a Northern Blizzard—The Homeward Journey

IN the spring of 1894, acting for the Bureau of Education, I had brought to the United States seven Lapp families to take charge of the domestic reindeer that the government had commenced introducing into Alaska from Siberia. These families came under a three years' contract, at the expiration of which they were to be returned to Lapland, if they so desired. The limit having been reached last fall, four families asked to be returned to their homes, which was done, and Mr. William A. Kjellmann, superintendent of the reindeer stations in Alaska, was sent in charge of them to convey them safely back to their native country, and also to procure a number of Lapps to engage in the raising and training of reindeer in Alaska.

He sailed from New York, December 1, 1897, and reached Bosekop, Lapland, on the 23d. While passing through Washington, November 30th, he had a conference with the Commissioner of Education and General Agent of Education in Alaska, at which time he was informed that possibly Congress would make an appropriation for the relief of the miners in the Yukon Valley, and if so, he might be called upon to purchase reindeer and



A FAMILY GROUP OF LAPLANDERS AND THEIR SOD DWELLING



A GROUP OF YOUNG NATIVES OF LAPLAND
(From a photograph procured by Rev. Sheldon Jackson during his midwinter journey)

MARCH 8, 1899

THE CHRISTIAN HERALD

A Mid-Winter Trip to Lapland

By SHELDON JACKSON, D.D., LL.D.



THE ANCIENT CITY OF TRONDHJEM



THE CITY OF HAMMERFEST



THE MILKMAID AND THE REINDEER HERD

procure drivers for the same. In view of this, he was directed while en route to make such inquiries, that if telegraphed to procure deer, he could do so with but little delay. Upon arriving at Bosekop, he received the cablegram of Dec. 23d from the Secretary of War, directing him to purchase 500 reindeer. On the morning of December 25th before leaving New York, according to instructions from the Secretary of War, I cabled him to hire all the help he needed to expedite matters and to send out in different directions. Consequently borrowing one thousand kroners on December 29th, he hired Mr. Per Rist, and sent him to Kautokeino, 112 miles over the mountains, and on the 31st, Mr. Samuel Kemi (both Lapps returned from Alaska), who were sent to Enare, Finland, 265 miles distant, and Mr. Carl Suhr to Sjus Javre, 101 miles, to bargain for trained reindeer, sleds and harness.

Upon arriving at Trondhjem, Jan. 8th, I arranged that the moss purchased by Mr. Kjellmann should be shipped to Mr. Tonsette, commission merchant at Trondhjem. I have already referred to the efforts made in London to forward money to Mr. Kjellmann; and that it was not until I reached Trondhjem, January 8th, that I succeeded. Receiving this money on the morning of January 9th, Mr. Kjellmann left the same forenoon with reindeer team for Kautokeino. There he found his lieutenant waiting for him with the welcome news that the whole number of reindeer, sleds and harness were secured. On the 12th Mr. Kjellmann signed contracts with twenty-three Laplanders as drivers, and on the 13th started on his return to Bosekop to report to me progress and secure additional funds for further payments. Encountering a blizzard in crossing the mountains and losing his way, he did not reach Bosekop until the 16th. Securing from me additional funds, on the 18th Mr. M. Kjeldsberg and Mr. Per Rist were sent to Maci and Kautokeino to complete payments and bring the reindeer, sleds and harness, together with the drivers and their families to Bosekop for shipment. On the 19th Mr. Kjellmann left for Sjus Javre to do the same thing for that section. On the 21st Mr. Carl Suhr was despatched from Sjus Javre to Bautajok, 162 miles, and Mr. Samuel Kemi to Enare to assemble and move to Bosekop the reindeer, drivers, and so forth, procured at those places.

Having started his lieutenants, Mr. Kjellmann himself left Sjus Javre on the 21st for Karasjok, where on the 24th he contracted with the drivers and paid for the reindeer which had been secured by Mr. A. Paulsen. Final settlements being completed, Mr. Kjellmann started on the 25th to return to the coast, reaching Bosekop on the 28th in the midst of a furious storm, the most severe of the winter. That storm had been raging almost without cessation for three weeks, piling the snow in great banks along the fences, filling lanes even full above the fence tops, and obliterating all evidences of roads or tracks in the open country, had been gradually increasing in severity until the 26th, 27th and 28th of January it had turned into a blizzard, culminating on the 28th in the worst day of the season. The hotel at Bosekop, a strong log building with a substantial stone foundation, in a sheltered spot, trembled under the furious blasts of wind and snow. Al-

dow in my bedroom had double sash and all joints were packed with cotton, over which was pasted heavy paper, the landlord insisted on nailing heavy woolen blankets over the window and moving the bedstead away from the walls into the centre of the room.

At midday on the 28th, houses a block away could not be seen through the driving snow. All traffic was suspended in the streets, and yet on the mountains, where the cold was much greater and the wind swept with the force of a hurricane, were four herds of reindeer and between one and two hundred men, women and children in open sleds facing the blizzard as, on different roads and widely separated sections, they were centering into Bosekop. Anxious lest they should be detained and perhaps some of the children perish, meeting the Mayor (Landsman) of the village, I inquired what were the prospects of their getting through. Shaking his head, he replied that nothing could face that storm for any length of time and live. And I doubt whether any other race than the Lapp, that was cradled in the snow and inured from childhood to hardship, could have done so, or any other animal than the reindeer have brought them safely over the storm-swept and trackless mountains.

About noon, going to a window and with a knife scraping off the frost in order to get sight of a thermometer hanging outside, I saw faintly through the whirling snow a solitary reindeer coming up the street, and soon after could make out a sled with a man encased in ice and snow. It was Mr. Kjellmann, his great fur coat covered with snow and his face and whiskers encased in a mask of ice.

Towards evening a Lapp arrived, announcing that Mr. Mathias Rira, with a band of ninety deer, had arrived from Maci, and gone into camp in the mountains back of the village. And on the afternoon of January 31st, we were cheered by the safe arrival of the other three bands.

Driving out with reindeer teams, seven miles to the crossing of Alten River, we met Mr. Carl Suhr and Mr. Samuel Kemi with four men and 114 head of deer from Bautajok, 165 miles dis-

tant. They were sent into camp on the east side of Alten River. Returning to Bosekop, we were met by a messenger announcing that Mr. M. Kjeldsberg and Mr. Per Rist from Kautokeino, with 44 Lapps and 252 head of deer had arrived and gone into camp.

While we were rejoicing in their safe arrival, another messenger came with the news that Mr. A. Paulsen, with 29 Lapps and 90 deer from Karasjok, had also arrived and gone into camp outside of the village. The three parties starting from places a hundred miles apart, and journeying by different routes, had reached the rendezvous within a few hours of one another.

On February 1st, the little village of Bosekop awoke from its Arctic night to unusual stir and activity as the Lapps and reindeer came pouring in long lines over the hill into the village, filling up Market Square. The hundreds of Lapps in their bright colored picturesque national dress; those that were going away and those that had come to see them off—greeting old friends and meeting new ones, the unpacking of sleds and preparations

for embarkation all made a picture never to be forgotten. All was bustle and excitement. By night everything was ready for the arrival of the steamship, and the first part of the expedition, the purchase of reindeer, sleds, and harness,

together with the securing of competent drivers, was an accomplished success. The greatness and extent of this success is heightened by the environment.

At the hotel with myself were two Norwegian judges en route by reindeer transportation to hold court at Kautokeino, 112 miles inland; they were waiting for better weather. On the 21st they had their baggage packed and their reindeer teams and sleds before the door ready to start, but as the storm was still raging they did not finally get away until Saturday afternoon.

In the meantime Lieut. D. B. Devore had chartered the transport steamer Manitoban, of the Allan Line, Glasgow. Sailing from Greenock, Scotland, January 16th, she arrived at Trondhjem, January 23d, for the purpose of loading up the moss, which had been gathered there for the use of the reindeer herd. A severe storm detained the vessel at Trondhjem until the 29th, when she sailed, reaching Bosekop on February 2d. Learning that the steamship had arrived, I went on board and arrangements were quickly consummated for loading the Lapland reindeer.

At 4 A. M., on Friday, February 4th, the anchor was hoisted, and we were off for New York. We had on board 539 reindeer, at an average of \$10 each; 418 sleds at \$3.60 each; 511 sets of harness at \$2.50 each. There were also on board 43 men, 16 women and 19 children, Lapps; 15 men, 3 women and 7 children, Norwegians, and 10 men, Finns, making 78 Lapps, 25 Norwegians and 10 Finns, or 113 emigrants. Of the women 16 were married, 6 of them having been recently married. Among the Lapp men was a Mr. Samuel Johannesen Balto, who accompanied Nansen in his famous trip across Greenland, for which he received a silver medal from Oscar II., King of Sweden and Norway. There was also in the company Johan Petter Stalorgo, a Finn who has the distinction of being the northernmost mail-carrier in the world, having for eight years carried the mail on his back to North Cape, Norway, traveling on skates (Norwegian snowshoes). Among the 68 men are 13 who have had experience in carrying the mail with reindeer teams across the mountains and canons and plains of Arctic Lapland.

The reindeer proved to be good sea-travelers, learning to balante themselves with the rolling of the ship, and to rest by lying down the same as if they had been on their native pasture. The loss of one deer by death out of 539, was a very small thing; that death, however, was not due to the sea voyage, but to injuries received in fighting. The same was liable to occur if they had been running at large on land. Whenever, during the journey, we encountered a snow-storm, the snow was carefully gathered from the deck by the Lapps in pails, and carried to the pens for the use of the reindeer and they ate it with avidity. The men were organized into gangs, with overseers, for the feeding and care of the deer upon the trip.

On February 27th, our eyes were gladdened with the welcome sight of land off New England, and that evening we dropped anchor inside of Sandy Hook.

On the afternoon of March 1st, in two sections, we started across the continent by way of the Pennsylvania, Wisconsin Central and Great Northern Railways to Seattle.

WONDERFUL TOWN OF REGENERATE INDIANS

New York Press October 29, 1899.

Metlakahltla, Home of Alaska Indians, Rescued from Barbarism by One White Man.

AWAY up in Southeast Alaska, sixty miles off the entrance to Portland Canal, is the little town of Metlakahltla, which is without a parallel in the wide world. Its government is republican. Its inhabitants number a thousand, and they are moral, busy, prosperous and happy. Their two hundred odd dwellings, each one built upon a corner lot, are new, handsome and well appointed. Every citizen pays his taxes fully, freely and gladly, without dodging or grumbling or equivocation, and feels a personal obligation to vote regularly and otherwise to interest himself actively in the public concerns of the town. Drinking, gambling and profanity are entirely absent. Even smoking is tabooed. Every man has a useful profession or handicraft, and every woman is an accomplished housekeeper. The whole population is embraced within the membership of its church, and the church, though Christian, owes allegiance to no denomination. Every child old enough attends schools, and everybody—except infants—can read and write. The town has a prison, but it is occupied only by an occasional stranger.

If the worthy Pilgrim Fathers could arise and look over this model village for an hour they would be surprised so pleasantly that they might want to remain on earth at this particular spot. They would discover unmistakable evidences of their own Puritan austerities—a curfew in force, a strict, compulsory observance of Sunday and the Bible taken as the literal rule of faith and conduct. They would observe that perfect truthfulness, honesty, sobriety and industry are practiced by every member of the community. They would notice that popular vices, dangerous frivolities and even unprofitable amusements are suppressed rigidly. And they would see that hard work is accepted habitually with a relish, and that hardships are met and endured with uncomplaining alacrity.

But the same glance also would reveal numerous phenomena of modern life which the Puritans would not be able to understand or account for—a wonderful order and precision characterizing the town plan, varied beauty of outward architecture and interior comfort, as well as richness, distinguishing the houses; manual training schools, boarding schools, a big town hall and a fine Gothic church; electric lights illuminating streets and homes, an elaborate system of waterworks and an up-to-date sanitary system keeping the whole place sweet and clean; commercial and industrial activities in full swing, utilizing steam power and innumerable mechanical inventions, and bringing in money from the outside world in surprising quantities; an expert band of musicians playing patriotic airs in the public square for diversion; on every hand proofs of artistic taste, cultivation and aspiration, and everywhere practical conveniences and manifold luxuries which strikingly accentuate the difference between the early seventeenth century pioneer life and this glorious dawn of the twentieth.

ALL FULL-BLOODED INDIANS.

But the ancient ghostly spectators would be amazed to learn that the people of this wonderful village are full-blooded American Indians, save one man, an Englishman, and that only forty years ago these Indians were lower in the scale of savagery than were the early Narragansetts and Pequods, being wholly steeped in profligacy, demon worship and sorcery. One may imagine the Puritans' queerly mingled sensations of pleasure and surprise on being told that these Indians have been uplifted to their present high estate by the exertions of one man, William Duncan, the Englishman, who, like the Puritans' ancestors, was trained in the doctrines of the Established Church of England, but who, like the Puritans themselves, found it expedient at length to flee from its well-meant but inconvenient restrictions before founding the model civilization to which he has devoted his energies.

This phenomenal civilization of Metlakahltla appears all the more wonderful when it is understood that the town is only twelve years old, and that all its material growth has been achieved within that brief period. The story of the transformation and development of its inhabitants in a single generation from howling, idolatrous savages into an exemplary and cultivated community is unusual.

Until the summer of 1887 Annette Island was a lonely wilderness. The harbor on its western side, where the town of Metlakahltla stands, fronting a curved, pebbly beach, was known to navigators as Port Chester, but the island itself had never been explored and was uninhabited by man. A large part of it is still virgin forest. It is only twenty miles long and about seven miles across. Its red-skinned citizens are not natives of Alaska, except such of their children as have been born since 1887, but are natives of British Columbia, belonging to the Tesimpsean tribe, inhabiting the mainland around Fort Simpson, across the Canadian line.

In 1857 William Duncan was clerk in a mercantile house in London. He became interested in American Indian missions. He offered his services to the London Missionary Society of the Established Church, was accepted and was sent to British Columbia to labor among the Tesimpseans as a lay missionary. He arrived at Fort Simpson on October 1, 1857. He found the tribe submerged in the darkest heathenism, practicing cannibalism and the most debasing and disgusting rites. He had invaded a nest of evil spirits. On every side were raving drunkards and groaning victims. The medicine man's rattle and the voice of walling resounded unceasingly. The history of the savages had been one long chapter of crime and misery. One clan of the tribe were dog-eaters, and in a state of nudity danced, barked and growled through the long winter months. Another clan were man-eaters, and offered up at stated times human sacrifices to propitiate the demons of their worship. Looking out from the stockade of

Fort Simpson one day soon after his arrival, Mr. Duncan saw a young Indian girl torn in pieces by the medicine men of this clan and eaten. The military officers at the post tried to dissuade him from his contemplated work, assuring him that his life would not be worth a second's counting if he went among those dreadful creatures. But he was not to be dissuaded.

His first task was to master the Tesimpsean language, and he did this thoroughly. Simultaneously he gained, by subtle means,

the tolerance and good will of the natives, and went among them boldly. Gradually he won their respect and devoted friendship. On June 28, 1858, he opened his first school in the cabin of an influential chief, enrolling 26 children and 15 adults. Before the close of that year he had a large school house built and had enrolled 140 children and 50 adults. His first teachings were directed against the practices of sorcery, by which the medicine men exercised their baleful influence over the natives, and gradually he weaned them from their fascination for the black art. The medicine men in return tried to murder him, but before long he turned the tables on them by winning over their ringleader, and from that time this man became his strongest champion.

Meanwhile he preached in rotation among the numerous villages of the tribe along the rivers that empty into the ocean near Fort Simpson, and visited the benighted people in their miserable huts. At length he got enough followers to found a separate settlement, and these he persuaded to remove from their native villages, where they were subjected to the vicious influence of their heathen neighbors, and establish a colony by themselves in the wilderness, sixteen miles south of Fort Simpson.

The removal was accomplished on May 27, 1860. There were 50 men, women and children, and ten days later 290 additional natives joined him, making 340 in all. After selecting a suitable site they fell to work to clear the forest and hew out homes for themselves.

TOOK THE PLEDGE.

Every Tesimpsean in the settlement and every one subsequently desiring to join it Mr. Duncan required to subscribe to this agreement:

- To give up sorcery.
- To cease calling in sorcerers when sick.
- To cease gambling.
- To cease giving away their property for display.
- To cease painting their faces.
- To cease drinking intoxicating liquors.
- To observe Sunday.
- To attend religious instruction.
- To send their children to school.
- To be cleanly.
- To be industrious.
- To be peaceful.
- To be liberal and honest in trade.
- To build neat houses.
- To pay the village tax.

They called the settlement Metlakahltla. From this beginning soon grew up a village of 1,200 Indians, gathered from the various clans. They erected for themselves comfortable frame houses, had a steam saw-mill, a salmon cannery and a village store, owned by themselves and operated as stock concerns, and a large number of them learned trades—carpentry, furniture making, blacksmithing, boat building, shoemaking and the like.

In all these activities Mr. Duncan was the controlling spirit. He had a special gift of teaching, he was an adept in all trades and arts, and he found the Tesimpseans apt and quick to learn. The impress he made upon them was profound. Steadily and surely he instilled into them the principles of civilization. He taught them especially to avoid white men who wanted to live among

them, and earnestly demonstrated to them that such intermingling was not for their good. While the whites who visited them never were ill treated, yet they always were given to understand that Mr. Duncan would tolerate no "hanging around."

COMING OF A RIVAL.

The progress of Metlakahla continued uninterruptedly until 1880, when the mission attracted so much attention that the home society in England thought the importance of the settlement demanded a bishop, and one accordingly was sent. The coming of the bishop immediately started rivalries. If the bishop was to be the head, Mr. Duncan would have to take second place, and this, considering his personal ascendancy over the natives and the work he had performed among them, he could not afford to do. On the other hand the bishop could not afford to allow Mr. Duncan to rule and he himself take second place.

Meanwhile the Canadian Pacific Railway authorities made a survey through the lands surrounding the settlement, with a view to running a branch mail road to the coast at that point. The Tesimpseans protested against this, but without avail, and then sent a committee to Ottawa to lay their complaints before the Canadian Parliament. Securing no redress there, the committee went to London, but were prevented from having an interview with the Queen. Returning home discouraged, it was learned, upon looking into the question of their personal rights to the land, that they had none whatever, although they had supposed the land was their own by right of settlement.

Finally, in the winter of 1886-87 they sent Mr. Duncan to Washington to confer with the President, Secretary of the Interior and other leading officials of our Government. No exact promise could be given in the matter in the absence of the necessary legislation, but Mr. Duncan got assurance that, if the Tesimpsean Indians of his community desired to leave British Columbia and settle somewhere in Alaska, they could do so, and that an effort would be made to provide for them. On returning to Metlakahla with this information, the Tesimpseans rejoiced and decided to move. Mr. Duncan's attention had been directed to the island of Annette, and while in Washington he had expressed preference for locating there, and to this proposition the Tesimpseans gladly agreed.

Mr. Duncan accordingly set out for Annette Island, and landed at Port Chester on August 7, 1887, the place selected for the future colony. Many of the Metlakahlians joined him there, and it was a gala day in their history. A United States flag, given to them by women of Philadelphia, was flung to the breeze and formal possession of the island was taken amid enthusiastic cheers and the firing of guns.

Port Chester is just sixty miles from the old Metlakahla, but the natives lost no time in leaving the old settlement and coming to the new in their canoes. Unfortunately they were not allowed by the British Columbian authorities to bring with them the portable portion of their houses at the old settlement—windows, doors, lumber and the like—but were compelled to go empty handed. However, setting immediately to work, they cleared the forest at Port Chester for their new village, surveyed the site and portioned out the building lots.

WORK OF BUILDING UP.

They christened the new village New Metlakahla. Recently the prefix "New" has been dropped. In the first summer and fall log houses were erected for temporary use. Then a steam sawmill, complete in every detail, and a big store were built—the biggest store in all Southeast Alaska. The lots were disposed of at nominal figures and the amounts paid went into the village funds. Each village block was divided into four lots, so that each lot owner has a corner.

Friends in New York, Brooklyn, Boston, Philadelphia and Portland, Ore., and other cities sent several thousand dollars to be expended in public improvements in the new village, and, beginning in the spring of 1888, permanent and substantial buildings, public and private, frame houses and handsome cottages were constructed. Most of the cottages are two stories high, and they conform to certain regulations as to architecture and cost, with a view to harmony in their general appearance, so that the village looks not unlike a seashore resort. The main street fronts the pebbly beach, which usually is lined with the canoes of the citizens or of native Indians from the adjacent island or mainland.

The public buildings include a big town hall, two school houses—one for girls and one for boys—a manual training school, an electric light plant, a handsome church, accommodating 1,000, the largest in all Alaska; the sawmill and a salmon cannery.

The tenure under which Annette Island is held is peculiar. Congress in 1891 made good the informal assurance of hospitality and protection given by the President in 1887, and in the act to repeal the timber-culture laws put a provision giving to the Metlakahlians the use and occupation of the island as a reservation until otherwise ordered. All this is needed is to make this tenure perpetual, and then the Metlakahlians will have no fear of being dispossessed. An effort was made to disturb them two years ago by projected legislation in Congress at the instance of gold hunters, but it was frustrated through the instrumentality of Secretary Bliss of the Interior Department and influential statesmen in the House and Senate.

TOWN GOVERNMENT.

The community of Metlakahla is governed by a native council, whose members are elected by a vote of the people every New Year's Day. The native council consists of thirty members, of whom ten are aged men and life members. This council attends to the public affairs and improvements of the village and collects and disburses the yearly tax of \$3 imposed upon every able-bodied male member of the community. A treasurer and two supervisors of accounts are selected by the council, and a secretary is chosen who keeps the village record and cash accounts.

On the same day that the council is elected twenty men are elected as elders of the church, and twenty men as peace officers, from whom two are detailed weekly for special duty as watchmen of the town. The watchmen parade the village, especially at night, and at 9.30 p. m. their bugles give the warning, "Go to bed," when the watchmen see that everybody is indoors unless good reason exists for being out. An Indian Magistrate, also elected by the people, adjusts all disputes, but such things rarely occur. For promoting order and watchful care over the young all members of the community are divided into ten companies, each named by its color, and each member is provided with a badge, worn on the

breast. In each of the ten companies are three Councilmen, two elders and two constables.

Admission to settle in the community is open to all outside natives who are willing to subscribe to the new rules, which have superseded those originally enforced in British Columbia. These read:

THE NEW RULES.

"We, the people of Metlakahla, Alaska, in order to secure to ourselves and our posterity the blessings of a Christian home, do severally subscribe to the following rules for the regulation of our conduct and town affairs:

"To reverence the Sabbath and to refrain from all unnecessary secular work on that day; to attend divine worship; to take the Bible for our rule of faith; to regard all true Christians as our brethren, and to be truthful, honest and industrious.

"To be faithful and loyal to the Government and laws of the United States.

"To render our votes when called upon for the election of the town council, and to obey promptly the bylaws and orders imposed by the said council.

"To attend to the education of our children and keep them at school as regularly as possible.

"To totally abstain from all intoxicants and gambling, and never attend heathen festivities or countenance heathen customs in surrounding villages.

"To strictly carry out all sanitary regulations necessary for the health of the town.

"To identify ourselves with the progress of the settlement, and to utilize the land we hold.

"Never to alienate, give away or sell our land or building lots or any portion thereof to any person or persons who have not subscribed to these rules."

Not a drop of spirits is allowed on the island, and only one man in the settlement uses tobacco, and he is 83 years old. One of the attractive features of the community is a native band of thirty pieces. The leader is a full-blooded Indian, 26 years old. Concerts are given in the open air two or three times a week, and the performances are good. All the industries of the island are operated by the Indians themselves. Every branch of manual work, including farming, is carried on. From the salmon cannery 20,000 cases of perfect goods are shipped annually to San Francisco, yielding the community about \$80,000. Every detail of this industry, the catching, packing, can making and boxing, is performed by the Indians themselves. Peace and prosperity reign throughout Metlakahla, and the influence of this settlement for good is felt distinctly far and wide along the Alaskan coast.

A fortnight ago Dr. Sheldon Jackson, the agent of the Bureau of Education for Alaska, spent a day at Metlakahla in looking over its wonders in company with the Territorial Governor of Alaska and Senator Shoup of Idaho. He reports that the whole settlement presents an amazing appearance of prosperity and perfection, and that the industries of the island have had an unusually profitable season the last summer.

Though 63 years old, and despite his arduous toils, Mr. Duncan is still a picture of robust health. He weighs 150 pounds, his complexion is a ruddy pink, and his strong face is surrounded with a halo of hair whose whiteness is like that of new-fallen Alaska snow.



A Typical Family of Full-Blooded Tesimpsean Indians, Citizens of Metlakahla, Alaska. Mr. and Mrs. Thomas Eaton, Jr., and Tommy, Lizzie, Betsey and Johnny. Photograph Taken by a Full-Blooded Tesimpsean Indian in Metlakahla, 1899.



The Tesimpsean Indians Forty Years Ago.



The Village of To-day.



ANNETTE ISLAND, SOUTHEAST ALASKA: Village of New Metlakahla, the model settlement that has no parallel in the world.

San Francisco Chronicle
Side Lights on
April 30, 1899.
Life in the
Land of the
Midnight Sun.

THE YOUNG lady whose card of invitation to the Mikado's chrysanthemum party bore the legend, "Frock coats required," could hardly have been more startled than was the present writer when informed that he must not fail to bring his dress suit to Sitka. One would as soon think of providing himself with a silk hat and gold-headed cane for a tramp over the Skagway trail.

The rules governing Sitka "society," however, are rigidly enforced, although it cannot be said that they are very clearly defined. The resident Government officials are the special promoters, and the edict having long since gone forth that all the quips and circumstances in vogue in our state capitals, however irksome and undesirable when transplanted on these distant shores, shall prevail, the outcome of it all is that high life in the Alaskan capital is eccentric and inconsistent to a degree. Upon attending an exclusive social gathering one must not express any measure of surprise at being presented to a "squaw man," or regard it as in the least extraordinary to find himself confronted with the "lady who does his washing."

The people, certainly have no cause to complain of a dearth of spiritual advisers. There is the Episcopal Bishop, an assistant rector and a lay reader, a Presbyterian clergyman, a Roman Catholic priest, a trio of Greco-Roman fathers, a gospel-shouter and a sort of itinerant in the person of Rev. Sheldon Jackson, who has received of late a big amount of free advertising in his philanthropic attempts to educate the reindeer. All of these moral teachers are required for the edification of less than 400 church-goers.

It would be difficult to find a town of the size of Sitka with more varied and adverse social elements. The Government officials and their families, numbering about fifty, with the few members of the elect among the white population, are a law unto themselves. The "mission people," as the seventeen men and women are called who are engaged in the arduous task of inculcating Anglo-Saxon ideas into the minds of some forty Indian boys and girls, move along year after year in those lines of self-complacency which always follow a duty well done and well paid for. The half-hundred marines, according to the statutes of naval etiquette, are not received in "society." There are fifteen thoroughbred Russians, patrician in their exclusiveness. There are some 200 half-breeds (a mixture of Russian and Indian) usually but erroneously classed as Russians, a half-dozen Chinese and three or four Japanese. The "unrecognized" whites number about fifty, and there are probably a thousand Indians.

There are no dentists in the Alaskan capital, no jewelers, except the crudest of artisans among the Indians, no photographers, dressmakers nor milliners, not even an undertaker, and only a semi-occasional shoemaker.

Sitka can boast of a dozen horses, the

same number of cows and a small supply of sheep, pigs and poultry. The Indian dogs of the Esquimaux variety can be counted by the hundreds. A carriage or buggy is never seen, but there are a number of bicycles, the beautiful road to Indian river through a forest of spruce and hemlock affording a most picturesque and admirable spin for the cyclist. The Surveyor-General is the proud possessor of the first and only tandem bicycle ever sent to Alaska.

The report that one has only to tie up an iceberg to his kitchen door in order to insure his summer's supply of ice is a fallacy. With ice, coal and wood in quantities to supply the nations of the earth, the former is sold in Sitka at 1 cent a pound; coal is all the way from \$11 to \$15 a ton, and wood is \$6 a cord. Beef, mutton, pork and poultry are nigh, but one can buy the finest venison at a cost of two or three dollars for an entire deer, hoofs, horns and all. Grouse, ptarmigan, mallards, the Canada goose and other small game are abundant and of superior quality, the Indians considering themselves well paid at the rate of two bits a bird. Halibut, flounder, salmon, mountain trout, etc., can be procured for a song.

Senator Vest's Congressional speech, in which he so roundly scored the Alaskan vegetable, still rankles in the hearts of the people. In his diatribe the Senator declared that he "saw cabbages that spread over the ground like the blanket of Sancho Panza, and cauliflower that weighed twenty-five pounds, yet when they were cut they contained nothing but water." Possibly the gentleman from Missouri was disappointed that they contained nothing stronger. It is common report that the trip of the Senator and his friends to Alaska was nothing more nor less than a progressive-poker party, with its convivial accompaniments. At one time during the voyage an officer of the ship ventured to open the door of the smoking-room and suggest that the distinguished card-players come out on deck and enjoy the scenery. "The scenery!" was the vigorous response.

The truth of the matter is that in Sitka, Juneau and Skagway, as well as in the vicinity of Cook's inlet and the Copper river country, vegetables of almost any variety can be produced with remarkable success. No better peas, celery, lettuce, cabbage, cauliflower, beets or potatoes can be raised anywhere. The fact that canned vegetables are used in Alaska the year around is due to the laziness and indifference of the resident, and not from any neglect or oversight on the part of Mother Nature.

The Sitka jail is usually well-filled, sometimes running over; in fact, so that outside accommodations are required. The Marshal is allowed 60 cents a day for feeding the prisoners, and since it costs him 25 cents only pro rata, the rake-off on from fifty to seventy-five prisoners is by no means inconsiderable.

Four times each day a half-dozen men from the jail, accompanied by a guard, drag a four-wheeled cart, provided with empty oil cans, out to Indian river, a mile or so from town. This stream furnishes the Sitkans with drinking-water—the rain-barrels doing duty for other purposes. The water thus procured is applied to the use of officials, the less fortunate residents being compelled to haul their own supply. During a drought, that is, when three and four days elapse between the usually copious showers, the rain-barrels become woefully depleted and heavy consumers pay dearly for their supply of water. Three and four casks per day are required for

any one of the small hotels or boarding-houses, for which the owners pay at the rate of 50 cents per cask. It cost a certain landlady \$35 one month for her supply of hauled water.

The inmates of the jail are allowed considerable freedom between steamers, owing to the fact that, like the other exiles, they cannot get away. The prisoners generally have little to complain of during their incarceration. They frequently go boating and fishing in company with a guard, and sometimes a belated guest is locked out instead of in, whereupon he meekly applies for admission, and receives a gentle reprimand for his unconstitutional behavior.

The wife of a man who had been thrown into jail became quite indignant when a kindly disposed woman ventured to sympathize with her in her supposed misfortune. "The idea!" she exclaimed, "with John coming to see me and the baby once a week, and the Marshal paying his board."

"I suppose we shan't see you again here very soon," remarked one of the guards to an Indian who was about to be discharged.

"You see me," was the prompt reply. "When snow come, I come."

Taking it all together, there are worse hardships to be endured than a temporary sojourn in the Sitka jail.

The manufacture, importation and sale of intoxicating liquors, except for medicinal, mechanical and scientific purposes, is forbidden under the penalty provided in the Revised Statutes of the United States, the new liquor laws not having yet gone into force.

As a natural result of this prohibitory measure one can see more drunkenness in Sitka than in any town of its size in the United States. The saloons are periodically raided and fines or imprisonment imposed on the proprietors. The fines, as a rule, are promptly paid and the places ready for business bright and early the following morning. One man who is now "on the water cart," as it is politely expressed, concluded to board with the Marshal for a couple of months instead of paying his fine and leave his business in charge of a trusted friend. By this economical arrangement business continued to flourish without a break. When a saloon-keeper finds it expedient for one reason or another to leave town for a period a marine or two will kindly consent for a consideration to take charge of the business. If you express surprise at finding Uncle Sam's men, who are supposed to be stationed here for the purpose of enforcing the laws of the country, engaged in such an occupation, the only response is, "Oh, well, the boys must earn a dollar once in a while, you know."

During the winter one steamer alone calls at Sitka twice each month, but in the summer three and four steamers arrive with their crowds of pleasure-seekers. On tourist days the town is wide open. The Greek Church welcomes visitors to its attractive precincts, a sign conspicuously displayed advising each stranger that a contribution of "not less than 50 cents will be acceptable." The Sheldon Jackson Museum, containing Indian curios, and "Contributions for the History of Alaska," is also open, Jackson exacting a payment of 25 cents from each visitor.

The most sightly spots about town are occupied by the cemeteries. In the Russian burial ground a sort of band stand has been erected, from which a "blue jack" floats gayly in the stiff breezes. The white-painted inclosures of Muscovite graves, tipped with cheerful blues and yellows, lend a holiday aspect to the place and make it a favorite resort of lovers and sightseers.

Romancers and enthusiasts love to

ALASKAN CAPITAL.

write of Alaska as the Land of the Mid-night Sun, but little is heard of Alaska, the Land of the Mid-day Lamp. Artificial light in the late fall and winter months is sometimes necessary as early as 2 P. M. It frequently happens during rainy and cloudy weather that there is scarcely a half-hour in the whole day when one can see to read or write with any degree of comfort without a lamp.

The twilights are long, but when night closes in the darkness is appalling in its intensity. While Skagway and Juneau are aglow with electric lights, Sitka, a century old and the capital of the largest territory in the United States, sits through the long winter nights wrapped in her shroud of primitive darkness. The impossibility of finding one's way about town, coupled with the actual danger to life and limb from the decrepit wooden sidewalks, make it necessary for every night stroller to carry a lantern. A certain individual, much on the principle of the umbrella habit, rarely ventures forth at any time of day unaccompanied by his faithful beacon light, fearing lest night overtake him suddenly and find him unprepared.

The clock in the tower of the Greek Church is a curious piece of mechanism sent from Russia a half-century ago, and the fact that its hands were lying idle aroused at one time the sympathetic interest of a traveling tinker, who proceeded to set them going. When the clock had struck every fifteen minutes for a day and a half a wave of indignation struck the town and the bolsterous timepiece was summarily stopped. Shortly thereafter another philanthropist, ignorant of the work of his predecessor, put the hands of the clock on their legs again. He was allowed to board the steamer unmolested, but before the ship was a half-mile up the channel the bells ceased their clamor. The next man who sought the same outlet for his oversupply of good intentions was discovered by a marine who happened to be under the influence of no-license whisky and promptly told to "leave that blamed clock alone!" He left it alone, and from that day to this the hands of the clock have remained in idleness.

DE WITT C. LOCKWOOD.

GRECO-RUSSIAN CHURCH.



ROAD TO INDIAN RIVER.



RUSSIAN CEMETERY.



NATIVE SON OF ALASKA.



SITKA MARKET SKINNING A DEER

NEWS FROM THE KLONDIKE.*

[LETTER AND ILLUSTRATIONS FROM TAPPAN ADNEY, SPECIAL CORRESPONDENT OF "HARPER'S WEEKLY."]

May 21, 1898

DAWSON, February, 1898.

WHEN one is immersed in affairs that tax the resources of both body and mind, the past drops out of view, and we live in a very real present.

So here, among the gloom of sub-arctic winter, chopping wood half the time to keep warm the other half, cabin-building at a temperature of forty below, undertaking, day after day, with fearful monotony, the irksome task of preparing one's own meals; it requires a distinct effort of the mind—a wrench, in fact—to recall the events of only a few months ago, and to gather up the broken-off threads of the story of happenings that may not have had their parallel in history.

I see an endless train of human beings struggling to the limit of endurance, through mud and in rain and snow, some bearing burdens, others returning empty, all as if under some hypnotic spell. The snow creeps day by day down the sides of the tall hills, still they go, their faces to the north, hurrying on to meet an arctic winter. Was ever the like seen be-

Sheep Camp, thirteen miles from Dyea, was the last place along the Chilkoot Trail where word could be had from warmth and covering. A town of tents had sprung up, scattered, to the number of several score, among spruces and along the boulder-lined shores of the Dyea River, here a swift-running stream a rod or two across and scarcely fordable. It is a convenient stage before sending the goods over the pass, which is four miles distant. The Indians packing to Lindeman camp here the first day out. The pack-trains of ten horses each were running the round trip from Dyea, each train being in charge of two men riding spare horses. Some hundreds of other horses were being packed, and a much larger number of men. The rate of packing to this point was fourteen cents a pound. Horses had to be fed here as elsewhere, and this rate, though not large on such merchandise as parcels of cigars, made oats sixteen dollars a sack, and hay not less than three hundred and twenty-five dollars a ton.

The population of Sheep Camp may be classified as follows: those who had packed their own stuff thus far and were wavering, discouraged by the bad weather; those moving their goods right through with horses or on their backs; professional gamblers, and a great swarm of men packing over the summit. These last were mostly hangers-on from Juneau: several were deserters from the revenue-cutters, while others were men who were bound for Dawson, who had the wit or presence of mind, that few others seemed to show, to recognize a gold-mine when it came before their eyes, even if it was not a Klondike one. They were making great money. The rate over the summit to Crater Lake was 12 cents a pound; through to Lindeman, 30 cents per pound. Many of them took one pack from here over, and then made one or more short packs over the summit. In this way some of them made as high as twenty-six dollars a day. It was the hardest kind of work, though, and after a few weeks the feet and ankles got so used up that the men had to give up and go home. It was not always with full pockets that these went back, for the crap men and the faro men about a mining-camp seem special creations for the purpose of relieving certain sorts of men from the temptation to spend their hard-earned money in worse ways.

During the first week in September it was a continual downpour. It seemed a hopeless task ever to get goods

dry across the pass. Horses had almost no value—just the price of the packing and no more. But it cost ten dollars for a set of shoes. Everything was the color of mud—men, horses, and goods.

The 12th of September three inches of snow had fallen on the summit, six inches being reported at Lindeman. The Indians said the lakes would not freeze for six weeks. Donkeys taken over the pass were starving to death. Horses, too, were going over. There was no longer any grazing for them. The packers, one by one, were dropping out as the weather grew worse. So the rates did not go down. Discouraged, many were trying to sell their outfits, and had set up little stores inside their tents.

The cruelty to horses is past belief; yet it was nothing to the Skaguay Trail, we hear. There were three thousand horses on the Skaguay Trail—there were more horses to kill, that's about all the difference. Sheep Camp was filling up with broken-down brutes. Their owners had used them and abused them to this point, and were too tender-hearted to put them out of their misery. Their backs raw from wet and wrinkled blankets under the saddles, their legs cut and bruised from the rocks, they

chancing on a young man from Stockton, California, named Al. Brown. Brown had started from Dawson with the Leadville outfit, and been dumped at Sheep Camp by the collapse of the undertaking. He had a good outfit of clothes, no grub, and was determined to reach Dawson without delay, though I told him I should advise no one to do a thing I should not do myself. He agreed to help me on down to Dawson, and I agreed to pack his goods over and to take him down river with me. Brown had had no experience in the precise kind of life he was entering upon, but he was an expert oarsman, holding at the time the amateur championship of the Pacific coast. In the face of hardship and positive danger he was a stoic, with a confidence in my knowing what I was about that was flattering, without being justified. We started over the summit after the outfit, each with packs of stuff that we could not trust to packers, leaving the boat lumber in charge of a trustworthy man, who for thirty dollars promised to send it over after us without delay.

From Sheep Camp up the valley is a huge gorge, the mountain-sides rising steep, hard, and bold to a prodigious height. The valley here begins to rise rapidly, and the trail is very bad. A mile above Sheep Camp, on the left hand, a huge glacier lies on the side of the mountain, jutting so far over and downwards that every moment one expects a great chunk to drop off and tumble into the river. But it does not, and only a small stream of water from its melting forces its way to the bottom. A mile farther on was Stone House. A large square rock, crudely resembling a house, stood on the river's brink. At the base of the mountain is a great mass of slide, some of the boulders being nearly as large as the one by the river. Some of these rocks have piled on top of one another so as to form caves of some size, perfect protection from rain or snow. The Indians use them for shelter. These also are called the "Stone Houses." Some one else may have the privilege of deciding which is the real "Stone House." The valley here makes a sudden turn to the right, and the trail begins to grow steep. The Dyea has forked at this point, the left-hand branch coming down the side of the mountain through a narrow gorge or canyon, evidently from some glacier on top of the mountain. The head of the valley here is of great water-and-ice-worn boulders. The trail climbs from one to another of these. There is no vegetation, save a few alders, here and there, and these cease just above Stone House.

The trail enters a *cul-de-sac*. It climbs higher and higher. The valley seems to end; a precipitous wall

of gray rock, reaching into the sky, seems to head off further progress, seaming its jagged contour against the sky—a great barrier, uncompromising, forbidding—the Chilkoot Pass.

Horses and men with packs were ahead of and behind us. The sun had broken clear, and shone down on a strange scene. In a pocket under the cliff were some score of tents and huge piles of baggage. The tents were held down to the earth by rocks on the guy-ropes. Men were busily at work making up the goods into packs, in loading pack-horses. Adding to the animation, the rocks were covered with bright blankets spread out to dry after the rainy spell. The men take the packs, and this is what happens: They walk to the base of the cliff, with a stout alpenstock in hand. They start to climb a narrow foot-trail that goes up, up, up. The rock and earth are gray. The packers and packs have disappeared. There is nothing but the gray wall of rock and earth. But stop! Look more closely. The eye catches movement. The mountain is alive. There is a continuous moving train; they are perceptible only by their movement, just as ants are. The moving train is zigzagging across the towering face of the precipice, up, up, into the sky, even at the very top. See! they are going against the sky! They are human beings, but never did men look so small.

Other men are coming back empty, dropping back to earth. The Scales, as the front of the summit is called, is



A ROUGH RESTING-PLACE—STONE HOUSE, AT THE FOOT OF CHILKOOT PASS.

were as thin as snakes, and starving to death. A Colorado man said to me, "Of all the cruelty to horses—and I've seen a good deal—the worst is on the trail; they are killing them with sticks." They were hobbling about among the tents, tumbling over guy-ropes, breaking into caches, making great nuisances of themselves. No one would take the responsibility of shooting them. Some one might come along and demand fifty dollars for the dead horse perhaps. That settled it. So we drove a batch of them out of town, where the poor creatures might find a little feed.

A wretched thin white cayuse came to my tent. He had been driven from four miles above, where his owner deserted him. It was raining a cold rain. He put his head and as much more as he could inside the tent, trying to get next the stove. He staid there all night and was around all next day, and he had nothing to eat. I am certain he never felt the 44-calibre bullet back of his ear that evening. Thereupon a general killing-off began, until carcasses were lying on all sides.

On the 14th a dozen packers took my outfit across the pass to Crater Lake. They would not touch the boat lumber. Flour is a packer's first choice, lumber last.

One by one my "partners" for each few miles of travel had fallen by the way-side. It became necessary again to secure a reliable man. I had several offers, even to pay for passage down river, but I was fortunate in

* This letter from Mr. Adney takes up the story of his trip at the point where he left off when communication with the outside world was cut off last fall. It consequently antedates by several months the letter printed last week, which, although mailed later, arrived several days in advance of this, and of the letter to be published next week.

EDITOR.

one of the most wretched spots on the trail; there is no wood nearer than two miles, and that is poor. The wind blows cold, and everybody and everything is saturated with wet from the recent rainy spell. The Scales gets its

place flat enough and smooth enough to sleep upon, but infer that sleep was accomplished even under such adverse conditions, as they belonged to the boatmen, of whom there were three, ferrying goods across to the foot of the lake at a cent a pound. Forty dollars a day was paid for the use of one row-boat, but the men were making more than that. They earned their money, having to live in such a place, and no wood within miles. One of the ferrymen told me he had been there two weeks, and that each morning he had wrung the water out of his clothes before putting them on. We were fortunate in getting our goods taken over that day, while we went around by the trail. We followed the water from Crater Lake, a stream of some size, about four miles, until we came to the head of a lake, where we found wood, and where there was a little grazing for horses. The wood consisted of spruce, scrubby and sprawling, some of the trunks being a foot thick, but the trees themselves growing not over ten or twelve feet in height. There were about fifty tents at the lake, which is called Long Lake, and is two miles long. There we were storm-bound and by such a storm as I never saw before. It blew until it seemed as if the tent would be taken bodily and pitched into the lake. Goods had to be piled endways to the wind, which was down the valley from the summit, or else be blown over. We waited several days for the boat to come over the summit, but it never came.

Then we started back to Sheep Camp. On the way back we heard that Sheep Camp had been washed entirely away, and that many persons had lost their lives. We hurried on to the Stone House. Here we got the first reliable account. The square stone had disappeared and was lying in the river-bed. Several parties were camped there. The first thing they heard was a roar, and looking across the narrow valley, saw a stream of bowlders and water coming off the mountain-top, the bowlders leaping far out in air as they tumbled down. It was an immense torrent, and it poured into the Dyea River. A young man had just gone to the river for water, and he was overwhelmed and drowned. The flood undermined Stone House, flooded the tents, carrying away several outfits, and sped toward Sheep Camp, bearing trees and wood with it. Sheep Camp was a spectacle. The tents were all there, save those on the river-bank. The big

saloon tents, which bore the very brunt, were wiped out of existence, and the main street, a trail which had had black mud shoe-top deep, was as clear and solid as sand could make it. The catastrophe occurred the day before, the 18th, at seven o'clock in the morning, before many were up. Numerous outfits were either buried or carried away by the flood. People were digging their outfits out of the sand, or else wringing garments, or hanging them out to dry on the bushes.

This disaster, though not so bad as first believed, had the effect of deciding many who were hanging in the balance. It gave them a good excuse to go back, whether they lost their outfits or not. From this time on only the strong-hearted continued on their way. I expected my boat to be gone, but it had been removed, fortunately, to a safe place. We found men to take it over, and it went back with us over the pass. It was snowing when we went over the second time, and there was much snow on top, making the ascent both difficult and dangerous. It was accomplished without accident. It was still stormy at Long Lake. Tents were blowing down, and hanging like the stay-sail of a schooner going about in a three-reef breeze. Wondering if this was a permanent condition of the weather, we ran down to Lindeman and took

fresh hope. The drop of 800 feet in elevation put one into a new and smiling country. There were a hundred and twenty tents at the lake, half that number of boats in process of building, half a dozen saw-pits at work, and a general air of hustle-bustle. In the words of the geographer, "Ship-building is the principal industry" of Lindeman.

The ferryman at Long Lake would not go out in the storm, so we paid him full price, one cent per pound, loaded our goods aboard, rigged a small square sail in the bow, and scudded to the other end. Here was a portage of a few hundred yards to Deep Lake, a mile long, where another ferryman took us to the Fort, where we camped.

The river here drops into a narrow canyon at tremendous speed, and in the distance of two or three miles drops the surprising distance of 800 feet. The trail strikes over the spur of the hill and down to the lake near its head. Lindeman is a beautiful lake, four and a half miles long, and narrow, with a towering mountain on the opposite side. At its head, on the left hand, a river enters, and there is timber up this river for the boats. The region is nearly devoid of trees; vegetation is plentiful, but it consists of willows and the small dwarf cornus, which at this season, with its purple-red leaves covering the whole ground, gave a rich look to the landscape. We pitched tent by a lovely spot on which we were to build our boat. We packed our goods over from Deep Lake, and when the lumber arrived we built horses and set to work constructing the bateau.

Every one was in a rush to get away. Six to ten boats were leaving daily. These were large boats, with a load of five to ten men each. The boats were of several kinds. A fleet of seven large bateaux got off as we arrived, but the favorite and typical boat was a great flat-bottomed skiff, holding two or three tons—the length over all, twenty-two to twenty-five feet; beam, six or seven feet; sides somewhat flare; the stern wide and square; drawing two feet of water when loaded, with six to ten inches freeboard; rigged for four oars, with steering-oar behind. Some of this type were thirty-five feet in length. There were several huge scows. Well forward a stout mast was stepped, upon which was rigged, sometimes a sprit-sail, but usually a large square sail.

A party usually sent two men ahead to build the boats. They went either five miles up the river at the head and rafted the logs down, or else two miles back, where they constructed saw-pits, sawed the lumber, and carried it on their shoulders. A saw-pit is an elevated platform, ten or twelve feet high. On this the log to be sawn is laid, and a man stands above with the whip-saw, while another works the lower end, and in this way they saw the logs into boards. The lumber is small; it is unusual to get boards more than nine or ten inches in width. It is poor quality of spruce, soft and "punky," and easily broken. There is some pine. The boards are an inch thick, and planed on the edges. When the boat is built the seams are calked with oakum and pitched. The green lumber shrinks before it gets into the water, and the boats as a rule are leaky, but the goods are held upon slabs nailed on the bottom cross-ribs. TAPPAN ADNEY.



PACKING BOAT TIMBERS OVER THE SUMMIT.

name from being in winter a weighing-place for goods hoisted or packed over.

We started with our packs up the side of the mountain. Chilkoot deceives one in this; it seems to tower directly over one's head, whereas the actual average slope is about forty-five degrees. The surface is not steep; it consists rather of a series of benches with alternate slide rock. The trail thus winds from bench to bench, so that the distance passed over is considerably greater than the direct distance. The slope of the trail is not great, and the labor of climbing so little that when we paused to take breath and look back we found we were half-way up. There are a number of different trails up the side, all reaching the crest at about the same place. In several places, however, the trail is very steep; one must climb on hands and knees from boulder to boulder—much, I fancy, as one would go up the pyramids. We overtook horses going up, and an immense ox. We were astonished to see how so apparently clumsy a creature got up the steep places. There is one very dangerous place on the horse trail; there it is necessary to put a rope to the pack-animal, two or three men go ahead, and when the horse starts up they pull hard on the rope; otherwise he would go over backwards, as one or two horses did. Once on top, the trail crosses the broken yet comparatively level summit, over one or two dirty glaciers, and then downward three or four hundred feet of easy pitch, to the head of a steep glacier, where all at once, if the weather is clear, there breaks into full view Crater Lake, a body of pure green water, of irregular outline, a mile or more in length, lying in a great rough craterlike basin of rock. At the top of the glacier some were sledding the goods down on tarpaulings. The front of the glacier terminates in a pile of bowlders as big as wash-tubs, and these extend at a steep angle to the edge of the water. There were caches of goods piled on the bowlders. Some persons had tried to set up tents in this forbidding place. I did not look inside of any to see how they arranged a



A LAUNCHING-BEE, LAKE LINDEMAN.



BOAT-BUILDING, LAKE LINDEMAN—FINISHING-TOUCHES.



A SAW-PIT, LAKE LINDEMAN.



DISCOURAGED—GOING HOME.



VICTIMS OF THE TRAIL.



HORSES WITH RAWHIDE SLEDS NEAR THE FORD—DYEAL TRAIL.



INCLINED BRIDGE IN SKAGUAY CANYON.



DOG TEAM PULLING A HEAVY LOAD UP HILL.



A TYPICAL SKAGUAY RESIDENCE.



Freighter returning from Chil-
koot to Sheep Camp—Dyea Trail.



Harper's Weekly May 14, 1898 NEWS FROM THE KLONDIKE.

[LETTER AND MAP FROM THE SPECIAL CORRESPONDENT OF
"HARPER'S WEEKLY."]

Dawson, March 20.

To-morrow morning the last dog-team starts that will probably reach the outside world, and with it goes the only sensational news of the winter. It is equalled only by the first strike of gold in the Bonanza "Moose Pasture," and later of the big nuggets on the steep hill-side along Skookum and Eldorado.

It was the "chee-chah-ko," as he is called, who on Bonanza had not the sense to stop at bed-rock, but kept right on down, and found the rich pay. So it is a chee-chah-ko who has sunk a hole thirty-eight feet deep on an island in the Yukon itself and found rich pay. Monte Cristo is now the name of the island, and it lies on the Yukon eighteen miles above Dawson.

Two Norwegians went to work there in the winter cutting logs for the mills. They dug a hole in the ground to get dirt for the roof for their cabin. It occurred to them to pan out some dirt, and they found colors. They went deeper, and continued to find colors. There was nothing extraordinary in this. The banks of the Yukon and its long tributaries have long been known to contain gold, and they have afforded good pay both on Stewart River, and on Cassiar Bar in the Lewes. At the same time Dr. Bates of Portland, Oregon, and a third Norwegian, went to work, striking on a creek, as yet unnamed, close by. The four are partners. The Norwegians kept on boring until they had sunk thirty-eight feet, when they reached bed-rock. Here they made three "pans." The first contained \$2 40; the second, \$4 60; the third, \$6 65. When they reached Dawson the Commissioner would not let them record. They then went to the office of Mr. Wade, the Crown Prosecutor, for advice. The Inspector of Mines, Mr. McGregor, was there then, and would not believe the story until affidavit was made. Thereupon the two officials went to the island personally to investigate for themselves. The Norwegians would not let them take off the dump, but insisted on making another boring. Then Wade and McGregor went down, picked up the earth,

reach Dawson. It is strongly advised that all who send money here send nothing but a certificate of deposit in a well-known New York bank, made payable to a person here. This certificate commands a premium.

The utmost confusion reigns in the office of the Gold Commissioner. Recording at the rate of fifty a day claims from all parts, it has been a physical impossibility for him to determine facts of the utmost importance. The oath taken by the applicant states that gold has been found. Perjury has become a thing not given a second thought. A lady of presumed respectability recorded two claims as having been staked by herself the same day. One was twenty-five miles up Henderson Creek, the other was on Nine-Mile Creek, twenty-five miles up Indian River. The two claims were not less than eighty-five miles apart. She confessed to the perjury, and was forgiven to the extent of losing her claims, instead of forfeiting all her rights and acquisitions in the district, the extreme penalty for such flagrant violation of the laws. The Commissioner seems to have taken pity on those who, for instance, on stampedes like that at Rose-bud, staked out by candle-light, so that he now requires not the oath that gold was found, but affidavit to the effect that deponent has not, to the best of his knowledge, infringed on the rights of any other person.

The booming creeks have been gone over with tape measures and fractions without end staked out and recorded. In many cases no fractions existed. On Hunker a 180-foot fraction was recorded, and when a survey came to be made by the owner of the original claim, it proved to be 150 feet short itself. On Sulphur two fractions were recorded, and, on the Commissioner's certificate, sold. One claim proved, on investigation, to be all right, so the buyer did not go the two miles to the other. A hundred and fifty feet was supposed to be there. I myself measured the fraction, and it was a scant fifty. Likewise No. 31-above on Sulphur was left out in the stampede; but some one discovering the fact recorded it, sold it to Alex Macdonald for \$3000, and left for Dyea. There was a similar case on Hunker. On Too-Much-Gold No. 4-below is staked out into the Klondike; but there is no No. 5-below recorded, showing that all some one wanted was a certificate, not a claim. It has been undoubtedly offered for sale outside. Single men have staked whole creeks and parts of creeks, given the numbers out to record for an interest, or sold the numbers at \$15 or \$20 each. Dominion Creek is in a hopeless tangle. The Commissioner, for some unknown reason, allowed two discoveries five miles apart. Staking began up and down. It met in the thirties, and some claims were recorded twice. Then the staking of fractions began, and continued until there were more holding claims on Dominion than there were claims on the whole creek. Thereupon the books were closed on fractions there until a survey can be made. According to the law,

and at first pan found \$8. Three hundred men started in a stampede, and the whole island is now staked off, two hundred feet being allowed clear across the river. To-morrow more will start for the scene of the find, prepared to sink a hole in the next island below, in accordance with a new ruling of the Commissioner that a hole must actually be sunk before a discovery can be recorded. The Yukon through its entire length is strewn with islands, and if the other holes turn out like the first, millions will be taken out of the river, for the width of the pay streak will be that of a great river, not that of a trickling brook like Eldorado. The width of the Monte Cristo is five or six hundred yards. The whole country seems underlaid with gold. Quartz is being discovered everywhere, some of which assays \$80 to the ton, and in richness and quantity may equal the placer. Next summer it may be shown that from Eldorado along the divide parallel with the Bonanza the bed of an old river with gravel ninety feet thick and a mile wide will be traced, as some claim it has been, to within four miles of Dawson. The deposits of quartz gold found in the bench claims along Eldorado, cropping out on Bonanza at the Skookums, and cropping out in spots lower down, may have been sloughed from this river-bed. There are certainly at least three distinct deposits of placer gold here—that on the deep bed-rock of the creek, another on the present beds of the creeks where there is anything to hold it, and still another on the sides and tops of the hills. The wearing down of the hills has been enormous; the rounded domes and ridges are indicative of this. All mining experiences seem to be reversed in this land of surprises. It is the tenderfoot always, of course, doing the wrong thing, who blunders on the hidden wealth, verifying the old maxim that "Gold is where it is found."

There is a scarcity of money here that contrasts strangely with the enormous amount of wealth in the country. Men are working at good rates of wages, but their pay, like that of the mine-owners, lies frozen on the dumps, and will not be unlocked till spring. Money commands fifteen to twenty per cent. Bank-notes are at a premium. Gold-dust passes current in the stores at \$17 to the ounce. Its coining value is about \$15 to \$19. It is received in large amounts at only \$15 50. Exchange on New York at the N. A. T. Co. has been one-half of one per cent., with six per cent. until the 1st of July, because use is had of the money outside several months sooner than the return can

three days are allowed for the first ten miles, and a day for each additional ten miles from Dawson. A man who has been prospecting his claim starts to record. A stamper, who has been watching, stakes the creek out, staking over the prospect holes, gets to Dawson, and records before the other arrives. The Commissioner receives the protest, and the claim is tied up until no one knows when. The same men, usually saloon rounders, have recorded again and again under different names, and the man with the protest goes about with his complaint to serve, and loses time, money, and patience—perhaps his claim as well—yet the law distinctly provides that continuous work on the claim is sufficient to hold it without record.

The Commissioner has honestly endeavored to punish those who have thus infringed the laws, but it is impossible to detect the offenders. The consequence is that the old miner, who has been accustomed to find out if he had anything before he recorded, has been obliged to record first and prospect afterwards, or else sit back in helpless bewilderment at the flood of speculative miners who have poured into the country hitherto regarded as his own, and who have introduced the new method of getting gold by the axe and pencil instead of by the pick and shovel.

The speculative craze seized the community, and thousands of claims were bonded and sent out to sell. Few had any faith in their success, knowing the small extent to which the creeks had been prospected. The conservative ones did not believe that men with any considerable amount of money to invest would do so without investigation in person or by trusted representatives. We did not even know whether we were longer subject of thought on the outside; but, with the arrival of the mail, report has come of sales at prices that are a surprise here, and the result has been that those who have been holding back have been getting aboard, and the last dog-teams have been taking out hundreds of claims, mostly on little known creeks, but some good properties. The result of the winter's prospecting, meagre as it has been, has been to compel us to doubt if there can be any such thing as wild-cat claims on Sulphur and Dominion. Some that went out first and were bonded at \$1000, and regarded as distinctly "wild-cat," are now worth to-day \$15,000 in here.

Attention perhaps should be called to a publication that has emanated from here, which it would be paying an extravagant compliment to mention it even by name. This sheet has been sent out for extended circulation on the outside. It purports to contain the only trustworthy information concerning the country, its mines, and the miners. It contains a scale chart of Bonanza and Eldorado, with pictures of claims and portraits of mine-owners. Those who are represented therein pay the sum of from \$250 to \$2000 each for the privilege of having their pictures printed, their biographies written up, and their claim marked in black on the map as being a rich claim. This may have remained a legitimate enterprise in which only the foolish would have invested, but the matter was laid before the successful miner in such a way that it amounted to virtual compulsion.

To the extent that it will be circulated, or rather to the extent that it will be credited, injury will be done to every other mine-owner in the community.

If reports are true, the Yukon River from here to the Passes is a line of villages and cabins. At the various points where the boats were nipped in the ice cabins were built, until now, at Tagish, Marsh Lake, the White Horse, Lake Labarge, Big and Little Salmon and Stewart rivers, there are regular villages. The Salmon rivers have been prospected, men have gone up Stewart River to McQuestion, while there has been more or less prospecting done at

all points on the river. Mile after mile the stampedeers have taken up creeks up and down the Yukon. Recent reports from Dominion had sent hundreds over there, with the result that new creeks ten or fifteen miles long have been staked out. The benches along lower Eldorado and Skookum are a perpetual surprise. The whole hill-side is a-smoke with the fires; big pans are the rule. Confidence in the country is increasing. Since the letter sent out yesterday* flour has dropped to \$15 a sack, showing that the grub situation is relieved, but butter has reached \$5 a pound, and is going up. There has been no little inconvenience, much disappointment, and even greater complaint in the inability of the Canadian government to get the mail here before February 26. A part only came down, the greater part remaining at Little Salmon, as far as it came by boat last fall.

Some came direct from Dyea. While not expecting even governments to overcome obstacles that private individuals cannot, I was inclined to blame the government either for a lack of zeal or for poor management. It was not until I saw the actual figures showing what it meant to make the trip that I was ready to modify my views materially. The hundred "Huskies" that were expected from the Hudson Bay Company did not arrive, and with the forty ill-sorted dogs at the command of the party that started in from the lakes, the proportion would stand about as follows: Every pound of food needed for men and dogs would have to be carried a distance of six hundred and fifty miles. No food could be relied upon on

the route, much less at Dawson. Forty dogs, 100 lbs. of feed each day; forty men, 10 lbs. each day; total daily consumption, 140 lbs. Thirty days of travel (20 miles a day)+5 days rests = 35 days. Total food to be carried, 4900 lbs. Add stationery (for the new government), 400 lbs.; tents, 180 lbs.; cooking utensils, dishes, etc., 100 lbs.; men's personal baggage, 860 lbs.; total 6440 lbs. This divided among 40 dogs is 161 lbs. per dog. Not a pound of mail has been counted, and no provision made for return food from Dawson, where, according to the reports, there was starvation. When the 40 dogs arrived at Little Salmon a courier was sent into Dawson to ascertain if food could be had to take men and dogs back, and they had to wait until this courier returned before continuing on. When these figures are taken into account, the wonder is that they brought so much. A dog draws 300 lbs. on a smooth trail, but on a poor one 100 lbs. may be a load. What the trail really was may be inferred from the fact that one of the fastest outfits that left Dawson was seven days getting around Thirty-Mile River. Shore ice had frozen; the river fell, the ice broke down; the river rose, and new ice was formed above the other. Then the river dropped to a low level and remained open. A sloping ice-floe for a trail, a river on one side, and a precipitous bank on the other—such is winter travel on the Yukon.

TAPPAN ADNEY.

* The letter here referred to, together with ones written still earlier were longer on the way than the one published herewith, and did not arrive until too late for publication in this number. They will be published in subsequent issues.—Editor.

THE ALASKA MINING RECORD.

AN ALASKAN TRAGEDY

August 10, 1896

The Storming of Yakutat by the Sitkans

Nearly a Century Ago.

Alaska Miner

As we look at Yakutat today where hardly anything human stands except a small trading store, a mission school and church and a wretched hamlet of a few squalid Indian rancherias, it is impossible to recall the minute and glowing directions Shellikov gave Barranov in 1794 as the foundation of a Russian colony here, and the manner in which he was to lay out the new city, "with due regard for beauty of construction," in order that when visits are made by foreign ships, as cannot fail to happen, it may appear more like a town than a village, and that the Russians in America may live in a neat and orderly way and not as in Okhotch in squalor and misery, caused by the absence of nearly everything necessary to civilization. Use taste as well as practical judgment in locating the settlement. Look to beauty as well as convenience of material and supplies. On the plan, as well as in reality, leave room for spacious squares for public assemblies. Make the streets not too long, but wide, and let them radiate from the squares. If the site is wooded let trees enough stand to fill the gardens and to line the streets in order to beautify the place and preserve a healthy atmosphere. Build the houses along the streets, but be some distance from each other to increase the extent of the town," etc.

It is easy to imagine the contempt with which Barranov surveyed Yakutat, as the site for such a settlement, in 1798, and so understand why he pursued his way down to Sitka as he began the foundations of that new Russian-American metropolis which Shellikov ordered him to create.

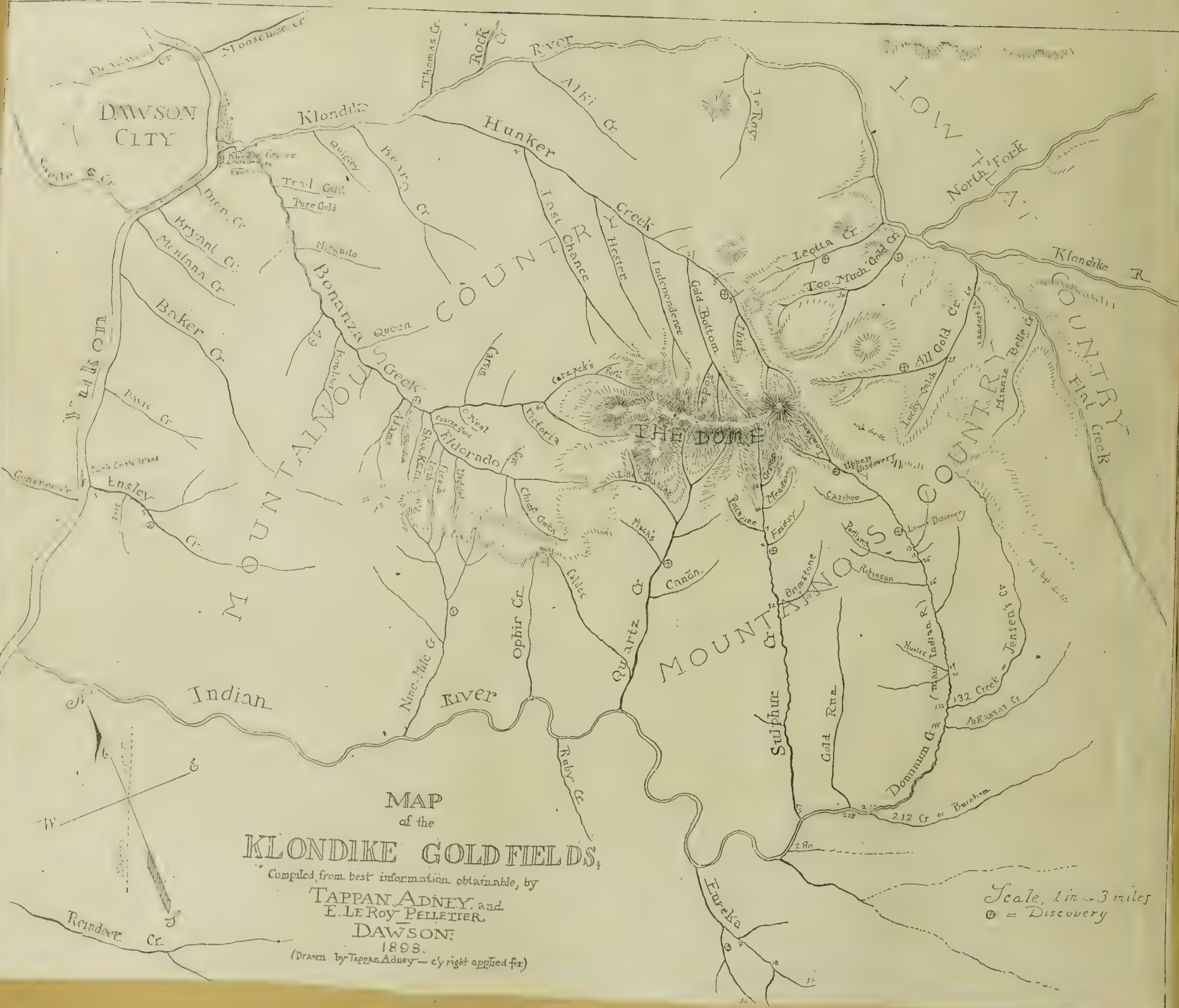
Immediately after the terrible chastisement which Barranov inflicted on the

Sitkans in 1804, whereby he punished them for massacring his colony at Sitka in 1800, these defeated and sorely mortified Indians sullenly burned their dead and healed their wounded in strict seclusion; they did so with a whispered determination, treasured in their hearts, to take the speediest revenge upon those white men and their native allies who had thus invaded their country; they craftily sent in promises of peace to Barranov and swore allegiance, so as to smother his suspicions and disarm his posts, as far as they could, but they soon saw that the wary and energetic Russian manager was not lulled into negligence or confidence, so while thus brooding over their injuries and studying plans for revenge, they finally, in August, 1805, agreed upon an attack, which the small and less vigilantly guarded post of Yakutat invited. It did not deter these savages for a moment when they reflected upon the risk they took by running up that forbidding, desolate coast from Cross sound in their open canoes, crowded with warriors. They chose the early days of August, because it was then the custom of the Russians to refit their sea otter hunting parties twice a year; the spring and summer catch always brought into Konstantinovski and Yakutat by the 1st to the 10th of every August; the hunters' supplies of cloth, sugar, flour, tobacco, ammunition, etc., renewed, and then these men took their departure for the field again, not to return until midwinter, when they would leisurely refit anew for the spring season. Therefore Yakutat at the time of their attacks would be well supplied with food and ammunition, and the peltries of the entire catch of the district for the last six months. So eight large canoes with more than 300 Koloshian warriors pushed off under cover of night from the beach at Cape Spencer, and struck out into the Pacific; impelled by the powerful strokes of a hundred paddle-blades wielded by practical muscular arms, these crafts sped away up the coast on their deadly mission. In order that no premature alarm might be given, this fleet traveled by night, making two day camps, so that about midnight of the third day out these fiends were swift and silently paddling into the shoal water of Yakutat bay.

Noiselessly they landed, crept up from the beach, surrounded the stockade and then at a signal, with deafening yell they scaled the wooden barriers and slew every human being within the shelter of the post except the chief trader's wife and her small children—six Russians and "a large number of Aleuts," many of the latter we will never know since the Slavic chronicles do not descend to such small details as the counting of Aleutian dead.

11, 1898.

HARPER'S WEEKLY





FROM PHOTOGRAPHS TAKEN EXPRESSLY FOR THE CHRISTIAN HERALD

SUNDAY MORNING DIVINE SERVICE ON THE VALDEZ TRAIL, ALASKA

(SEE PAGE 77)

PROPOSALS

For Carrying Mail.

Sealed proposals will be received by the undersigned, at the postoffice at Skaguay until 4 o'clock p. m., April 14, for carrying all mail matter between the postoffice at Skaguay Alaska, and the various boats carrying mail to this point.

Also sealed proposals for a similar service between the postoffice at Dyea, Alaska and the mail boats landing at that point.

Also sealed proposals for carrying the mail six times each week between the landing places at Skaguay and Dyea, Alaska.

Also sealed proposals for carrying the mail six times per week between the landing places at Skaguay, Dyea and Haines, Alaska.

Each bid should specify the rate per annum.

The service contemplated in the foregoing proposals shall continue in operation during the pleasure of the postoffice department.

Each bid must be accompanied by a sufficient bond in an amount equal to the sum named in the bid. All bids should be addressed to the undersigned at Skaguay, Alaska.

JOHN P. CLUM,

Postoffice Inspector.

Skaguay, March 31, 1898.

TO CLIMB ST. ELIAS.

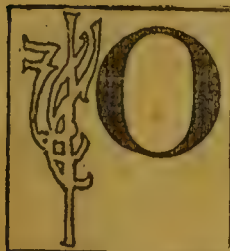
Prince Luigi of Savoy Will
Make the Daring At-
tempt Next Month.

BRINGS ALPINE PARTY.

Seven Experienced Climbers of
Ice Covered Peaks Will
Accompany Him.

PERILS OF MOUNT ST. ELIAS.

The Graphic Story of the Last At-
tempt, Which, Like the
Rest, Failed.



ONE week from next Friday Prince Luigi of Savoy will arrive in New York from Southampton, bound for Tacoma and the summit of Mount St. Elias, whose ice capped peak, 18,100 feet high, has never yet echoed to the tread of human foot. It is his intention,

if human strength, energy, pluck and perseverance can accomplish it, to do that which all others have failed to do. He hopes and expects to ascend the slippery, wind swept, snow ridden, ice plated slopes and stand upon the summit. He craves the honor of an accomplishment which has baffled four great expeditions, and which many now regard as an impossibility.

Prince Luigi's arrangements have been carefully made. Arriving in New York, he will at once cross the continent, reaching San Francisco June 5. There a complete equipment of mountain climbing apparatus, including sleds for glacier work, is already awaiting him.

Taking this he will reach Tacoma, where the start will be made, on June 12. Yakutat Bay, Alaska, will be made by June 24, and the ascent will begin.

His Fellow Climbers.

The Prince will bring with him as companions in this perilous undertaking Vitto Sella, Francisco Gonella, Dr. Felippi and four Alpine guides.

It is no trivial undertaking that these eight experienced Alpine climbers have set for themselves.

This mountain is at the head of the famous Mount St. Elias range, occupying a narrow strip of Alaskan coast territory separating British Columbia from the sea. The famous peak is at the head of the range, about 250 miles east of Sitka, and lies on the border line between British and American territory.

It is a volcano, and is still occasionally active. It has numerous glaciers upon its corrugated slopes, and presents perils to the climber unequalled even among the Alps.

Four expeditions have previously been sent to reach its summit, and all have failed. The first of these, that of 1886, was commanded by Lieutenant Frederick Schwatka. It landed at Icy Bay, fifty miles west of Yakutat, the point where Prince Luigi will begin his ascent, marched inland twenty miles and reached an elevation of 7,200 feet on a range of foothills skirting the southwest side of St. Elias. There the difficulties prevented further advance.

The second attempt was made, two years later, by Mr. Edward Topham, of England. This expedition also started at Icy Bay and attempted to scale the precipitous side of the mountain. An elevation of 11,460 feet was attained, and then the party met with insurmountable barriers and gave it up.

Professor Russell's Attempts.

The third and fourth attempts were both made by Professor Israel C. Russell, under the auspices of the National Geographical Society and the United States Geographical Survey.

The first of these was undertaken in June, 1890. The landing was made at the head of Yakutat Bay, and the explorers crossed fifty miles of moraines, glaciers and snow covered passes, to the northwest base of the pyramid of St. Elias.

This expedition accomplished far more than any other, but was also doomed to failure, but Professor Russell, at least, established the fact that the northern slope of the mountain was the most accessible approach, knowledge that he put into good use in his expedition the next year.

A detailed description of the fourth and last attempt to reach the summit of Mount St. Elias, written by Professor Russell himself, was published in the HERALD of November 29, 1891. He started from Port Townsend, May 30, with six men, aboard the revenue cutter Bear.

In attempting to land at Icy Bay the first and the great mishap of the expedition was met with. The heavy surf upset three of the boats, and six men of the Bear, including Lieutenant Robinson, were drowned. A landing was not effected for several days.

It was a long and tedious tramp over the rough country leading to the Chaix Hills, the footstool of the great ascent. Trails of bears, wolves and foxes were abundant everywhere, and bear meat made a welcome addition to the bill of fare of the adventurers.

Climbing Glaciers by Night.

"From the Chaix Hills," writes Professor Russell, "our journey was continued northward up the even snow slope of the Agassiz glacier. Our last camp on land was at the extreme southwest end of the Samovar Hills. The tents were pitched amid luxuriant blossoms on the immediate border of a stupendous ice fall in the great glacier we were ascending.

"Although travelling by night was far more comfortable than by day, it was more dangerous, as we were forcibly reminded the night we made our first advance north of the Samovar Hills.

"We started as soon as the snow began to freeze after sunset, and worked our way with a loaded sled around the worst part of the icefall at the west end of the Samovar

Hills, and through a maze of crevasses above the fall. The snow ahead looked smooth and but slightly crevassed, and I turned back, having work to do at the Samovar Hills, leaving the men to advance without me.

"They had scarcely proceeded a hundred yards, however, when Stacy and White, who were in the lead in the sled line, suddenly broke through, and fell some twenty feet into a crevasse. Fortunately they landed in some soft snow which had been caught in the chasm, and formed a kind of bridge.

A Dangerous Accident.

"The men could not move from the position they were in because of the snow that had fallen on them, and because on either side the chasm descended to unknown depths. Their positions were exceedingly critical, but owing to the promptness and presence of mind of McCarty, a rope was lowered to them almost before they reached the bottom, and they were drawn up to the surface.

"Our night marches up the Agassiz glacier continued until July 14, when we reached the place where the Newton glacier forces down a steep rocky descent and joins the Agassiz. This was as far as we could take our sled. Our course then lay northwest up the Newton glacier, which, we knew from the experiences of the year before, was exceedingly rugged and broken by several great icefalls.

"At several localities steps had to be cut in steep snow slopes, which made progress very slow, and tiresome. At one place progress seemed to be impossible, owing to a maze of huge crevasses, which crossed the glacier from side to side. We determined to cut steps down into one of the broadest crevasses and then up the precipice opposite, over two hundred feet high. This was accomplished by McCarty, Stacy and myself. It was an exceedingly difficult job, owing to an overhanging cornicelike ridge, about six feet thick, near the top, but a rope helped us over.

14,500 Feet High.

It was here they made their highest camp, 8,000 feet above sea level. Mount Newton, forming the northeastern wall of the vast semicircle in which they lay, rose vertically

for nearly a mile, and on the southwest towered the ice plated slope of St. Elias for two miles of nearly vertical height.

"With McCarty and Stacy," continues Professor Russell, "I left camp at two o'clock on the morning of July 24 and climbed the ice cliff leading to the divide between Mount Newton and Mount St. Elias. This required eight hours of hard work. After lunch we continued the ascent, and at four in the afternoon reached an altitude of 14,500 feet on the north slope of the great pyramid forming the summit of Mount St. Elias.

"When we reached our highest point there were still four thousand feet of precipitous snow slope, yet above us. Having already climbed over six thousand feet since leaving camp I deemed it advisable to return and advance our camp to the divide before making a final attempt to reach the summit.

"We were reluctant to turn back, but felt confident that if we placed our tent upon the divide we should be able to reach the summit and return in one day."

But in this decision it appears Professor Russell made the one great mistake of his expedition. Before the camp could be got to the divide the weather changed. They were enveloped in clouds, and avalanches began to slide down the slopes on every side.

The only course open was to beat a hasty retreat, and this, very reluctantly, they did.

ALASKA THE LAND OF PROMISE.

JOHN C. W. RHODE has been living in a J. wonderland world for some four months past. He has penetrated to the heart of American Alaska—not the Klondike—but the American gold fields in the northern fields of ice and snow. Appointed receiver and disburser of public moneys at the United States land office at Nulato, Alaska, last spring by President McKinley, he has paid an official visit to his new home and returned to apprise the officials at Washington what American Alaska needs in the way of land office improvements.

He is surcharged with facts about the Alaska country—substantial information such as business men and would-be pioneers desire. His eyes and ears have been used to good effect. His story is meaty and given to THE TIMES-HERALD readers just as he gave it a few days ago.

During the Swift administration at the city hall Mr. Rhode was superintendent of the street cleaning department. His acquaintanceship in Chicago extends from city limit to city limit. The energy he manifested in the city hall has now been applied to dissecting conditions in that portion of Alaska little referred to by travelers since the Klondike craze commenced.

Life in Alaska Summarized.

Briefly Mr. Rhode on his return to Chicago finds that American Alaska is:

Rich with gold, silver, copper and coal.
Men with stomach ailments or weak lungs should not venture into it.

Physically strong men can live there with comfort and profit.

Inexperienced miners are not wanted and will fail oftener than they will succeed.

Lawlessness is comparatively unknown in the Alaskan communities.

Provisions are not expensive when the freight haul necessary to get them there is considered.

Between 15,000 and 16,000 white men will winter in American Alaska.

The temperature ranges from 40 to 80 degrees below in winter, but the air being so dry is not severe.

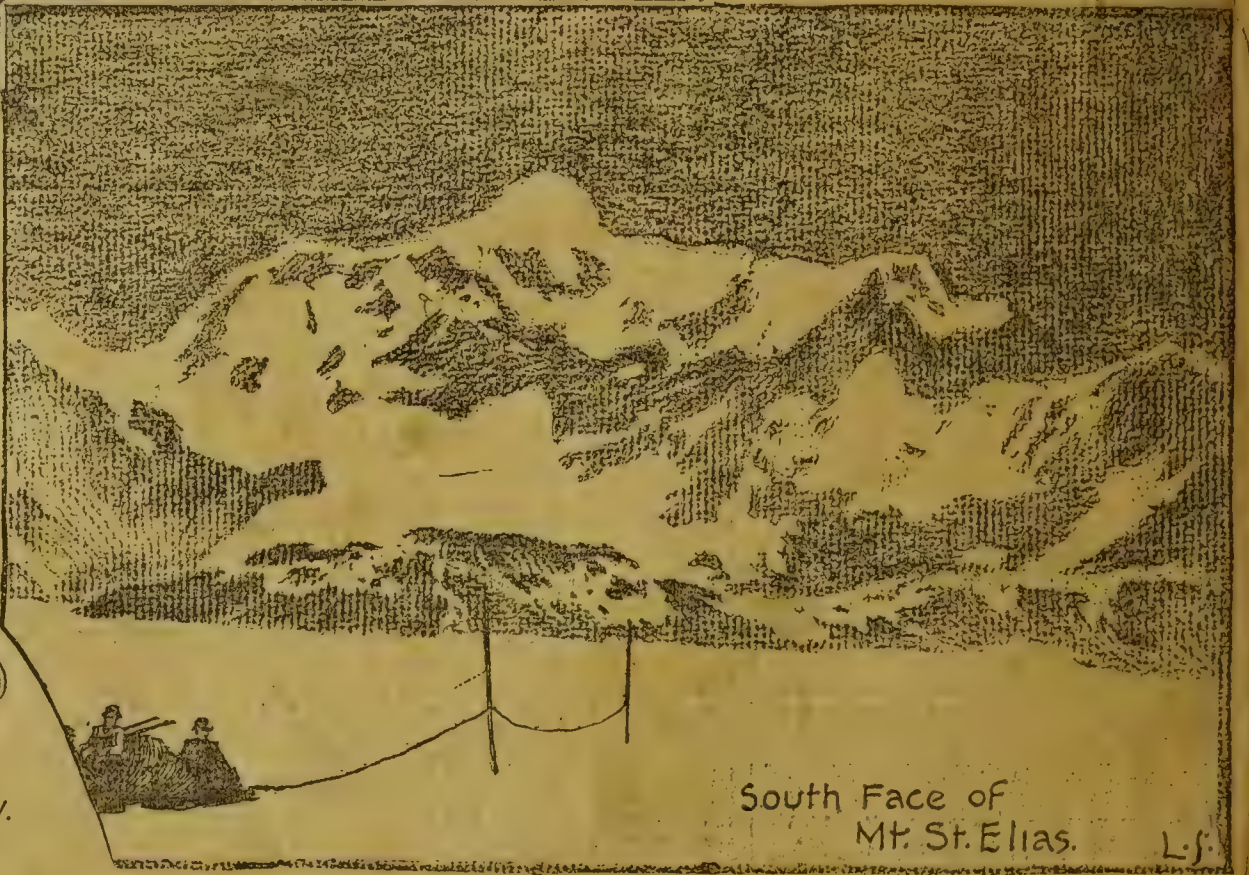
American vegetables are easily raised.

The natives are peaceable, but the Greek Catholic church manifests much opposition to their learning English and to the advent of English speaking people.

Mr. Rhode is on his way to Washington, where he will make an official report to the government. He then will return to Chicago and immediately start on his way back to the Alaskan country, going over the Dyea trail and taking his New Year's dinner in Dawson City.



The Arnereda Glacier



South Face of Mt. St. Elias.



Prince Louis of Savoy.

MOUNT ST. ELIAS

Story of Mr. Rhode's Trip.

His story of Alaska is:

"I left Chicago the 6th of July and returned on the 26th of October. In that time I traveled 17,000 miles. I was in Seattle on July 10 and left there for the north on July 26 with a year and a half's supply of needful things, including the sash, doors and frames for the construction of a log house when I should reach my destination. I was at St. Michael's on Aug. 6, and left there on the 16th for up the Yukon via the steamer Milwaukee. Nearly two weeks and a half were occupied in reaching the Tanana River. In order to miss no interesting points along the Yukon I slept in the pilot-house of the steamer.

"I came to Nulato on Sept. 1, but found the place too isolated for the location of a land office. The spot is hundreds of miles away from the miners who would make use of the land office, and there is only one white man here, a Catholic priest from France, who is giving his life to care of the Indians. I followed up the river to the mouth of the Tanana River, where at the postoffice of Nulato I located the land office until I could get to Washington and return for permanent occupancy.

AND THE ROYAL CLIMBER WHO HOPES TO MASTER IT

Importance of Dutch Harbor.

"I think just before I describe the interior of American Alaska as I saw it that I should call attention to Onalaska and the Dutch Harbor country. Dutch Harbor is a coaling station 755 miles south of St. Michael's. Dutch Harbor is the last point in western Alaska where cows, pigs, chickens and ducks can be had. It is the store place of the North American Commercial Company, the same company that holds the seal rights of the St. Paul and St. George Islands. All large ocean vessels stop there for coal and water, the climate is superb, the grass is very fine and only trees are missing. A hill jutting out into the bay divides Onalaska from Dutch Harbor. At Onalaska is to be found a government school conducted by a Dr. Jackson and presided over by a Miss Miller from Chicago. The greatest opposition to this school is found among the priests of the Greek Catholic church, who are opposed to the study of the English language by the natives. These same priests also oppose the advent of the Americans, but Dr. Jackson is doing a very fine work in trying to overcome this opposition, and as special government commis-

sioner of schools for Alaska he has much influence. The greatest need of this school at the present time is a printing press.

"I call this attention to Dutch Harbor and Onalaska because both are civilized places in Alaska for travelers to come to have many natural advantages, and will be important cities in years to come when the territory is fully opened. I think no one entering Alaska to reside there for some years should fail to see these two points. A base from which to operate they are very satisfactory."

Lake View's Colony of Gold Seekers has been in Chicago for three or four years. Mr. Rhode then reverted to the Alaska past, balmy and delightful. The thermometer registered in the neighborhood of where gold beckons all men on.

"Before I left St. Michael's to go to Nulato I met the Dusty Diamond outfit from Chicago. This party is made up of explorers, Alaska, and gold seekers from our own suburb of Chicago. I am able to report that there does not mean what it does here, so far they have been doing very well. They built a boat and barges at St. Michael's Island and thirty-six of them started for Galatin Bay, eighty miles across the sound flaky. It does not cling to you. It is from St. Michael's. From there they went down almost as a fire salt. The cold is inland eighty-five miles to Fish River. They but nothing as penetrating as if the

found gold and I learned were well rewarded for their exploration. Ten of the company went on the steamer Bradley to Minook, but failed to reach it owing to the coming winter. They therefore laid up at Amvrevski, 225 miles up the Yukon River, where they will winter. Three of the company are yet at St. Michael's, where the winter will be spent by them. The health of the entire party is very good and the expedition a success so far."

The Yukon and Its Delta.

Of the Yukon River in American Alaska and the country it passes through Mr. Rhode said:

"The river carries one-third more water into the Bering Sea than the Mississippi does into the Gulf of Mexico. The delta is from twenty-five to thirty miles wide, and on account of the dirt and sand swept into it every minute it is impossible for any ocean vessel to come nearer the mouth than thirty-five or forty miles. Going up the river for the first 225 miles there is no wood nor fuel of any kind to be had, except driftwood more or less soaked with water. Anything with which to make a fire, except this poor driftwood, is missing. But after this desert waste is passed and as far up as the mouth of the Tanana River an abundance of spruce grows. The spruce trees are from one to two feet in diameter and from forty to fifty feet high. Cottonwood also grows there in abundance, but is valueless. Still the spruce furnishes a good fuel and is used by the explorers.

Delightful Climate in August.

"The climate on this portion of the Yukon is superb. Up to the 4th of September never saw anything finer than the weather. On the night of that day water standing in ditches and barrels was frozen over, and the tops of the mountains had been covered with snow. Still at no time while I was there was the cold what we called severe in any dry atmosphere. The coldest that I saw it was 24 degrees above. When we left St. Michael's on the 8th for Chicago the weather was just as

for Chicago for three or four years. Mr. Rhode then reverted to the Alaska past, balmy and delightful. The thermometer registered in the neighborhood of where gold beckons all men on. Before I left St. Michael's to go to Nulato I met the Dusty Diamond outfit from Chicago. This party is made up of explorers, Alaska, and gold seekers from our own suburb of Chicago. I am able to report that there does not mean what it does here, so far they have been doing very well. They built a boat and barges at St. Michael's Island and thirty-six of them started for Galatin Bay, eighty miles across the sound flaky. It does not cling to you. It is from St. Michael's. From there they went down almost as a fire salt. The cold is inland eighty-five miles to Fish River. They but nothing as penetrating as if the

were damp. A vigorous man supplied with the right kind of food would enjoy it at any season, but a man weak physically, especially weak in his stomach, ought not to face it. He should keep away from Alaska all the time. He is not wanted there and he cannot live there.

"Our trip on the Yukon had many bad luck features and all our misfortunes befell us on Fridays. Entering the Yukon we had to wait for high tide in order to pass the mouth. Our first Friday was spent on a sandbar from which we did not float until late at night. The next Friday one of our men, by name William Hoffman of Milwaukee, fell overboard and was drowned. He swam bravely after getting into the water and a boat was put out to him, but just as the rescuers were about to seize hold of him he sank. The cold of the water exhausted him. Grappling irons were used and we stayed there half a day, but his body could not be recovered. The third Friday, while we were backing from a landing where we had been taking on wood, we struck a sandbar and our captain was thrown clear through the pilot-house, breaking it. Fortunately he was not seriously injured.

"Going to the Tanana River and returning I had excellent opportunities for studying the character of the natives. On the lower Yukon, as far up as Nulato, they are the dirtiest Indians any man ever saw. Bathing is unknown to them. The smell of seal oil constantly about them is extremely offensive. But in disposition these Indians are very kindly to newcomers. They are lacking in intelligence, but, strange enough, they have a moral code and live up to it very well. Their language is a puzzle. Every 200 miles going up the Yukon you find a new Indian tribe which does not speak the same language as the one you just left. The jargon you hear at Nulato would not be understood at Tanana. The different tribes do not understand each other. The mastery by yourself of the language of one tribe does not enable you to talk with another tribe. The confusion of tongues is something wonderful and one of the things which make white progress with the natives so difficult. To really get along well in Alaska with the natives one would have to master a dozen different tongues—the work of more than a lifetime. The different tribes do not commingle with each other to any great extent, although hunting and fishing over much the same territory.

Hideous Customs.

"The most hideous custom which I found in any tribe that I came in contact with was the one of boring holes through the thick of the lips and putting heavy stones through these holes, or boring the nose and hanging through the hole heavy chains of beads or metal. While this style of decoration might indicate that the tribes were savage they are not. The men are gentle and the women kindly. Father Monroe, who has been at Nulato for three years as an educator of the Indians, told me that in all that time he had never seen a quarrel or a fight among them.

"Every organized church in the world has, I believe, some representation in Alaska. There is a tremendous scramble for the souls of the natives by Catholics, Presbyterians, Methodists, Baptists and a lot of others. Of course the missionaries have a pretty hard time, because conversions, if any, are slow and financial support not great, but they are all vigorously preaching the gospel, and the natives do not object to it so long as through the presence of the missionaries they make some gains for their material needs."

Of the mineral wealth of Alaska Mr. Rhode spoke at length. He did not discuss the Klondike, for he has not visited it. All that he said of the gold regions was of those in American Alaska.

"The commercial center of the Yukon River," he said, "will be at the mouth of the Tanana River, where the postoffice of Weare has been established. The Tanana River is navigable for 700 miles; an advantage for commercial development not to be found in any other section of American Alaska. Along the river or near to it extensive coal fields have been discovered, although they are not yet worked, and probably will not be for some little time. But the mere fact that coal has been discovered in abundance assures for American Alaska a future a thousand times brighter than if coal were not there. While, as I have noted, one portion of the lower Yukon is supplied with an abundance of good timber, still coal is an absolute necessity to that country. Its discovery in the tributary fields to two great rivers, each navigable for hundreds of miles,

is worth millions to the development of American Alaska. The question of perishing from cold or of suffering for fuel is disposed of once for all.

Great Silver and Copper Finds.

"Large copper beds have been discovered. The working of these adds a new incentive to the settlement of American Alaska. The opening of copper mines there means the location in the country of permanent working forces. Silver is found throughout the entire Tanana district, which, added to the placer gold fields, makes the region one of incalculable value to the explorer, the merchant and the wealth seeker. Now what I have said of the mineral wealth of the Tanana district—a district easily accessible in the summer season from the Yukon—holds good of the Malozikakat, Tozikakat, Schafflin Creek and Jackson Creek districts, all contiguous to the Tanana fields. Coal, silver, copper and gold are to be found in them by sturdy men of good health, who have the patience and perseverance to work.

"The headwaters and tributaries of the Koyukuk River district are between 125 and 150 miles distant from the mouth of the Tanana River. In winter these will be reached by a trail. In summer specially built boats drawing from fourteen to eighteen inches of water will be able to go 400 miles up the Koyukuk River. In this district is also good mineral wealth easy of access from Tanana and valuable to work. I think what I have said makes it plain that an immense bed of mineral wealth radiates from the mouth of the Tanana in American Alaska, and that there are to be the great settlements of the future.

Crudities of the Gold Hunting Era.

"Of course the gold mining of American Alaska is yet placer working, and that in more or less crude form. The best instruments for placer working have not yet been brought into use and may not be until after the first eagerness to get at gold is over and people have settled down to steady application to their claims. Expert mining has not yet become part of the work in the fields. People are too much in a hurry. So many come in there who expect to find the gold lying in heaps before them. Many think they are going to carry it away in bags, and that somebody will fill the bags for them without their doing anything for it. The panning system used is very old-fashioned. Ore mining has not yet been attempted. No lodes have been uncovered, and I do not know that any are yet being sought for. But good quantities of gold are in the Tanana district and are to be had for the same persistency in work that a man would apply to an ordinary occupation in this country.

"A gold seeker has not in that country such terrible hardships to endure as some would make out. The worst stories which are brought back to this country about Alaska come from this class of people. They leave the United States with outfits which are wholly inadequate for the climate which they are to live in. They have no practical experience in mining and make no effort to learn what will be required of them after they enter the fields. When they reach the gold district they expect somebody to select their claims for them, work them, turn over the gold to them, and then to allow them to peacefully depart. Of course, no one does this for them. In time their supply of provisions gives out. They have found no gold because they did not look for it. They have suffered from the cold because they dressed unwisely. They have been hungry because they took so little with them. Becoming disgusted they return to the states declaring with every breath that Alaska is a miserable failure. As a matter of fact in all their trip they have learned nothing of Alaska, seen nothing of the real country, made no effort to get at its real riches and are absolutely incompetent to say anything of that prosperous land.

Fine Opportunities for the Sturdy.

"A man who goes into Alaska to stay until he has acquired wealth, who is physically strong, who profits by the experience of those before him, will, in the majority of cases, have no regrets that he went there. He will live during the winter in a temperature of from 40 to 80 degrees below. He will see more snow than he ever saw before. He will pass through such a winter's night as heretofore he has only read of in books. He will eat plain food and cut a great deal of fuel. But he will find gold, he will acquire valuable property, he will be protected by American laws, and if he chooses he can stay there all of his days and be very contented. I saw during my stay at the mouth of the Tanana any number of located miners coming in with their bags of gold. They came to purchase their winter supplies, which they paid

for in gold. They announced their locations and stated that they would work them all through the winter. These men were husky Americans, who had got at the heart of Alaska and were satisfied. It is safe to say that fully 16,000 of such men will remain in American Alaska all this winter, and most of them will be busy at profitable work.

"Pat Galvin, a friend of mine in that country, came down with me and is now visiting friends in London. He is a millionaire at Dawson City. He has made his money out of mining. He bought at St. Michael's a boat and a barge and loaded them with provisions and sent them up the Yukon before we left St. Michael's. It was the last boat to ascend the river this year. Galvin will return to Dawson City at the same time that I go northward again, and we expect to take our New Year's dinner together in Dawson City after crossing the Dyea trail.

"The supply of provisions in American Alaska is now good and the prices for the same are not high, considering the long haul necessary before they can be got there. Of course, where the boats cannot reach certain settlements the stock of food is not as large as along the river settlements. From the interior points the settlers will have to come in and get food during the winter at river towns. But there is enough wholesome food for every man up there and no stories of starvation ought to come out of the country.

"Bacon is 40 cents a pound. Flour is \$4 a sack. Tomatoes and all kinds of canned vegetables are 50 cents a can. At some points shoes and clothing are quite high and at other points very low. The moral conduct of the people in the various towns is good. St. Michael's is as orderly as any community in this country. A military reservation is there, with Captain Walker in command. The marshal of the district is Captain Yawter. Lawlessness does not exist. There is no necessity for men carrying firearms for protection. People mind their own business much better than they do in the states. People are ready to help each other also. Many ladies are in the country and are enjoying themselves.

Prospects Bright for Everybody.

"As to the future of Alaska, undoubtedly many new gold discoveries are to be made during the coming year. The cream of the placer districts has only been taken and lode working has not yet been attempted. The placer districts have not been worked hard. Much paying gold to be found for years is still in them. Sluicing is not far advanced. Many dredges are being built for next summer's work and the gold output of 1899 will be the largest in the history of that country. Unfortunately the United States government is not aware of the full value of American Alaska and in consequence that government protection is not thrown about it which ought to be given. The southeastern portion of American Alaska has not the same interests as the northwestern portion and each needs separate attention from the government with practical legislation for both. The postal system or lack of system in the country is abominable considering the number of people who are up there. Men wait at St. Michael's for weeks looking for mail which does not come and finally leave discouraged. Only two official mails were received at St. Michael's during the summer. One came in July and one in September. The postoffice at St. Michael's is fourth class and all the mail which is to go up the Yukon should be thrown off there because it could be sent from there to points which are not on the postoffice routes. No postoffice has been established at Nulato and there ought to be one there. Enough people are now in the country to make a complete extension of our postal system throughout the country a valuable thing.

"People who think of Alaska as a barren waste should get the idea out of their heads as quickly as possible. The finest moss in the world grows in Alaska. Superb water is to be found there. The timber is of the best quality. The summer temperature has no equal anywhere. I brought back with me a turnip, a potatoe and a red beet which were grown at Dexter Point, Galfin Bay. They were planted on July 10 and the mates to them were eaten on Sept. 1. They are vegetables of the finest quality and can be grown in that climate in abundance. Alaska is only barren in the books which have been written about it by people who never were there.

St. Michael's First Newspaper.

"People do not lack for amusement in that country. Life is not dreary there. Here is a copy of the first newspaper ever printed in St. Michael's. It is printed with a type-writer and each copy cost 50 cents. It is called the Aurora Borealis and the first number was issued Jan. 1. You see from it that Judge Shephard gave a dinner to Lieutenant

Parvis, U. S. N., on Dec. 31. The recall of Weyler from Cuba is noted. The report of the picking of the pockets of Joseph Ladue while in Chicago is given in full. The regulations governing the use and occupation of lands within the limits of the military reservation of Fort St. Michael are given. Here is an interesting note:

"Uncle Sam's men surely enjoyed themselves New Year's. The men had an excellent dinner and a good dish of ice cream, like mother used to make, thanks to Mrs. Maynard and Mrs. Josie. The chief cook, Harris, who has not been in his kitchen lately owing to an accident, turned out some of his famous dishes, and the whole thing was washed down with some good Rainier. The dining-room was artistically arranged and draped by the artists, Corporal Byrnes and Private Chapman."

"Here is a bill of fare at Unalaklik on the evening of Dec. 18:

Fresh salmon trout, fried smelt, venison stew, new potatoes, young carrots, red wine.

"That is not bad living and one does not have to be a millionaire to get it in Alaska. The school programmes for the children's celebration on Christmas of last year were hand-made, with artistic illustrations. This celebration was at Onalaska. Here was a Christmas anthem by Anastasis Dyaknoff, Leucalla Krukoff, Irene Suvoroff and Kate Shalshnikoff—little children of the far-away land. They had a Christmas tree, and the per-

formance closed with the recessional "Emmanuel." Civilization has penetrated a long way into Alaska, when life is occupied there like this. Fourth of July was celebrated there by the public schools. "Hail Columbia" was sung while the Spanish fleet was sinking at Santiago. A little Russian girl delivered a recitation on the character of Washington. All kinds of patriotic songs were sung. American Alaska is populated by Americans of the Americans. The love of the home country is very intense and for that reason if none other the government at Washington ought to extend greater protection to the people who are there.

But All Is Not Rosy There.

"I do not mean to present a rose-colored picture of American Alaska nor to cause people to form a wrong impression of what they will have to encounter if they go there. Life at the best is not easy there, and nerve, great will power and physical endurance are needed by anyone who goes there for gold. Absence of postal facilities, of the telegraph and the telephone, of railroads, all serve to cut men off from comforts they are accustomed to here. Fields of ice and mountains of snow confront one at every turn. Ice and snow must be gone through to reach the precious metals beneath. Coarse and plain food must be subsisted on for months. Considerable money is needed at the very outset for any one to attempt to enter that country and gain anything by it. Further, some previous experience in roughing it or preparation for frontier life is needed.

"But when all this is said there is the other side, that, given horse sense, capital and endurance, any man can go into American Alaska and win a fortune, perhaps millions. The wealth is there—greater than any man can calculate. I believe Alaska to be one huge mineral bed that will prove to be a center of mining industry such as the world has never yet known. Not even the rigors of the climate can keep back the uncovering of the immense beds of mineral lying now under the snow and ice of American Alaska."

Mr. Rhode suffered not at all from his long journey. He came back in magnificent health.

AN OPERA SINGER'S RETREAT FROM THE WORLD.



The group represents the family of E. Engelstadt. He was originally a royal opera singer in Norway. He tired of the world and came to the St. Michael's country. There he married a native woman and by her has had the above children. His wife is the woman on the right. The other woman is a relative of hers. Notice in the face of the children how the cross of Norse blood has risen superior to the native blood of the mother. Engelstadt is known in the Alaskan country as "The Baron." He is a man of learning and refinement, who says: "I have destroyed all bridges left behind me."

GOLD MINING IN ALASKA.



This picture secured by Mr. Rhode is a faithful one of the methods followed throughout Alaska by the miners. The scene is a winter one, when cold and ice make ceaseless battle against the efforts of man to wrest wealth from Mother Earth.

TRAVEL IN WINTER IN ALASKA.



Dogs are valuable animals in Alaska. The picture shows a dog train coming out of the forest. Some of the brutes are resting in the snow. Since the gold finds in Alaska the breeding of these dogs has become a necessity. They sell at high prices.

LAKE VIEW MEN NOW IN ALASKA.



The picture shows the members of the Dusty Diamond Company now in Alaska. They are all residents of Lake View. Mr. Rhode is to be seen standing in the background to the left. The members of this party are:

FRED HEIDRICH.	CHR. REICH.	FRED NEUSTADT.	CHAS. P. CHAPMAN.	H. SCHWARZSCHULZ.
FRED BUSHHORN.	MATH. MEIER.	PERCY L. BRABON.	W. S. PORTEUS.	WALTER BEGOLL.
GEORGE DIAMOND.	JACOB SCHUBEFT.	PHILIP KING.	CHARLES SCHOCH.	FRED L. PORTER.
W. OTTEN.	C. C. CADY.	JOHN BAUER.	J. L. AMANN.	N. L. SCHMITT.
FRANK FRIEDL.	CHARLES OSWALD.	WILLIAM ZAGE.	WILLIAM SCHELLE.	H. NITSCH.
W. CARY.	HARRY GREEN.	J. J. FRANZEN.	JOHN SAYERS.	AUG. PETERSON.
EARL C. STUMFALL.	R. H. WELDEN.	WALTER DEAN.	AUGUST WRUCK.	JOHN KIRSCHER.
A. D. TAYLOR.	W. T. WATERS.	H. SMIEDING.	ROBERT RICE.	LOUIS TIEMEYER.
F. KLEINER.	W. MERSBOCH.	EMIL KUTZNER.	GEORGE ALLES.	ALBERT SCHNEIDER.
EDWARD PETRIE.	CHARLES EILES.			

The party left Chicago March 28 and arrived at St. Michael's July 2. All are well and prospering.

WEARE, THE POSTOFFICE AT THE TANANA.



Here the United States land office for Alaska is temporarily located. The place is at the mouth of the Tanana River. Mr. Rhode thinks the commercial center of American Alaska will be established at this point. The American flag is always floating there.

BARON ENGELSTADT'S HOME IN ALASKA.



The picture is a good illustration of an Alaskan house and all that goes with it. This is the home of Engelstadt, once an opera singer in Norway of note. His wife and children are standing in front looking with wonder at the lens of the camera. The fishing appliances are on the roof.

camp men will be employed. Four persons are to be organized, in general charge of Eldridge.

DR. C. J. JIN
Lectures on Alaska Before the Pres-
byterial S.

BOISE, IDAHO, THURSDAY,

Seattle, Wash., June 1.—The schooner Jane Gray, which sailed from Seattle for Kotzebue Sound May 19th with 61 people on board, foundered Sunday, May 22d at 2 o'clock in the morning about 90 miles west of Cape Flattery while lying to in a moderate gale under foresail. Ten minutes after the alarm was given she lay at the bottom of the ocean, with 34 of her passengers. The remainder succeeded in embarking in a launch and reaching this city this afternoon.

THE SURVIVORS.

Following is a list of survivors:

John Johnson, Springfield, R. I.; C. W. Wilkinson, San Francisco; C. Weston, Skowhegan, Me.; A. G. Kingsbury, Boston; Erminio Sella, S. Beauchetto, A. Cebia, H. Wachter, all of Piella, Italy; P. J. Davenport, Harrisburg, Pa.; George Hiller, Harrisburg, Pa.; J. H. Coutre, Hartford, Conn.; C. J. Reilly, Hartford, Conn.; W. S. Weaver, Murray, Pa.; George R. Book, Hughesville, Pa.; G. H. Pennington and C. H. Packard, Snohomish, Wash.; E. O. Ingaham, L. M. Lessey, J. E. Blackville, Silas Lovin-good, Charels E. Cord and M. F. Roberts, all of Seattle.

Crew—Capatin E. E. Crockett, Mate John Hansen, Cook Charles Olesen, Assistant Cook Albert Johnson, Seaman Charles Carlson.

THOSE LOST.

Those lost are:

Signor Gia, Italy
Signor Bessta, Italy.
Jack Lindsay, Everett, Wash.
W. H. Gleason, Seattle.
W. A. Johnson, Seattle.
V. J. Smith, Seattle.
C. G. Smith, Seattle.
P. C. Little, Seattle.
S. W. Young, Seattle.
W. D. Millan, Seattle.
Horace Palmer, Lebanon, O.
F. G. Saulsberry, Minnesota.
A. B. Dunlap, Dwight, Ills.
B. D. Ranney, Mexico City.
B. E. Snipe, Jr., Seattle.
John M. Struzman, Westfield, N. J.
E. M. Taylor, California.
F. S. Taylor, California.
B. S. Spencer, California.
W. P. Doxey.
Edward F. Ritter.
F. W. Ginther.
B. S. Frost
W. F. Levering.
William Otter.
O. F. McKelvey.
C. Brown.
O. C. Aikins.
N. Hedelund.
Charles Williams.

V. C. Gambel, wife and child, the missionary on St. Lawrence in the Bering sea, and one other.

It is possible that there may be four or five more survivors whose names cannot be ascertained.

WOULD DIE TOGETHER.

The Jane Gray's passengers were prospectors with the exception of Rev. V. C. Gambell, a missionary, who with his wife and child was on his way to St. Lawrence island in the Bering sea.

He refused to place his wife and child on board the launch, saying:

"The vessel is doomed and we will die together."

Among the prospectors was a party of 16, headed by Major Ingraham, who were outfitted by Prince Luigi of Italy for a two years' prospecting trip in Alaska. Of this party the only survivors are Major Ingraham, L. M. Lessey, C. H. Packard and G. H. Pennington.

The surviving passengers suffered a great deal of privation and for 30 hours the only food was a sack of prunes and a sack of turnips from the ship's stores. Sufficient water was caught by spreading a tarpaulin during a rainstorm.

The news of the disaster and the expected arrival of the survivors from Victoria caused a large crowd to gather at the dock in this city. Carriages were in waiting and when the City of Kingston landed the survivors they were immediately carried to their homes or to the residences of friends. The few that could be seen had not yet recovered from their shock and consequently could not give a very detailed account of the disaster which came on them so suddenly. They were unable to account for the vessel's springing a leak and sinking so suddenly. They were warm in their praise of the work done by Captain Crockett at the time of the foundering of the vessel. Captain Crockett gives the following account of the wreck:

ACCOUNT OF THE WRECK.

"We were lying to to mend our fore-sail. A moderate gale was blowing and the seas were running high. I had gone to bed and was sound asleep when the watchman awakened me with the announcement that something was wrong. I arose at once and found the vessel leaking. A hurried investigation showed that she would soon sink and I at once notified the passengers of the situation. Most of them were asleep underneath the deck. A scene of confusion then took place and it is impossible to give any detailed account of the events that followed. The darkness added to the confusion. The Jane Gray carried two life boats and two launches. I at once ordered the boats lowered. At this time the Jane Gray was almost under water. A heavy sea struck her throwing her on her beam. There was no time to launch other boats. The water was over her hatches and every one below was certainly drowned. Those on deck hurriedly got in the launch. A sack of prunes and one of turnips was hastily taken from the ship's stores and this was the only food we had until we reached Vancouver island. As the launch drifted

away from the almost submerged schooner we saw eight or 10 men standing on the lee rail clinging to the rigging. Soon they disappeared from sight. Two of them, John Johnson and C. J. Reilly, kept afloat by clinging to bundles of boat lumber. Two hours after they were picked up by our launch, making 27 in all we had with us. It is just possible that there will be four more survivors. Just before the Jane Gray disappeared under the waves we thought we saw the second launch that was on board with four forms near it. They were so indistinct that we were not sure. They seemed to be getting into the launch. We saw nothing of them when daylight came. We improvised a sail and paddles and after drifting 30 hours in the launch finally landed inside of Rugged Point, Kinkot sound, on Vancouver island, 80 miles from the scene of the wreck. A fire was built on the beach and we made a meal on roasted mussels. We had had no food since the night before the disaster excepting the sack of prunes and the turnips that we threw in the launch. An Indian who chanced to come along informed us that the village of Kinkot was but six miles away. We went there and found the sealing schooner Favorite becalmed and arrangements were made to carry our party to Victoria. We reached there this morning in time to catch the steamer for Seattle."

The Jane Gray was a schooner of 1011 tons burden. She was built in Bath, Me., in 1887. She was owned and operated by McDougall & Southwick of this city. Outside of the miners' outfits she carried no cargo.

should be done squarely and avowedly as a subsidy for help along a worthy industry. On the score of "reasonable compensation" present rates are a deception and a snare.

THE COPPER RIVER GOLD FIELDS.

A Court Organized at Copper City.

SEATTLE, Wash., March 8.—The steamer Alliance arrived yesterday from Copper River, Alaska. Capt. Hardwick reports that everything was quiet when he left. Prospectors were going over the Valdes Pass to the interior without any trouble. The trail was reported to be in good condition. The residents of Copper City, on Valdes Bay, had organized a court for the purpose of dealing with law-breakers. A set of laws had been drawn up, which provided that all offences were to be tried by a jury of twelve. The accused person was to have the right of three peremptory challenges in the empanelling of the jury. In the case of murder, the penalty was to be death. In all cases of larceny of over \$100, the penalty was to be the same as that for murder. Under \$100, complete restitution was to be made, and to the offender was to be given ten days in which to get out of the country.

The Alliance come down the inside passage, and nothing was seen or heard of the overdue schooner Bessie K.

The Government Exploring Expedition.

VANCOUVER, B. C., March 8.—Brig.-Gen. Merriam, accompanied by Capt. Allison,

The Oregonian DECISION BY BLISS. March 10 1898 Relating to Governor Brady's Entry of Alaska Lands.

WASHINGTON, March 9.—Secretary Bliss has rendered a decision modifying one made by the general land office in the case of Governor John Brady, of Alaska, who made a cash entry of 160 acres in the Alaska land district under the law which provides for the sale of lands in that territory for trade and manufacturing purposes. The land office held that the land occupied for such purposes by the governor was only 30 acres of that entered, and that he must limit the entry to the land covered by the improvements or show it cancelled. The secretary holds that to limit the entry to 30 acres, as proposed, and at the same time include all the buildings of claimant, the law provides that as near as practicable the land should be taken in square form. There is no sufficient reason, it is held, why the claimant should not be allowed to take enough land to include all his buildings in an approximate square form, which would give him about 50 acres.

MARCH 16, 1898.

MEN OF SCIENCE TO EXPLORE ALASKA

Members of Geological Survey Start in April.

TEN OFFICERS GOING IN.

Seattle the Outfitting Point of the Expedition.

Two Skilled Explorers Will Accompany the Military Parties—George H. Eldridge in General Charge—His Subordinates Are Keath, Spurr, Brooks, Barnard, Peters, Mudrow, Post, Mendenhall and Schrader—Accurate Maps to Be Made, Minerals Noted and Reports as to Wagon and Rail Entry

WASHINGTON, March 15.—Preparations have been made by Director Walcott, of the geological survey for extensive exploration of the geological, topographical and other features of Alaska. This will be done under the authority of congress, which appropriates \$20,000 for the purpose. Ten officers of the survey will be assigned to the work in prospect, viz.: George H. Eldridge, Arthur Keath, J. E. Spurr, Alfred Brooks, E. C. Barnard, E. J. Peters, Robert Mudrow, W. C. Post, W. C. Mendenhall and E. C. Schrader. The latter two are to accompany the military exploring parties.

In addition to the above-named, eighteen camp men will be employed. Four parties are to be organized, in general charge of Eldridge.

Seattle will be the outfitting point, and the whole expedition will proceed there about April 1.

The gunboat Wheeling will transport the parties. At Skagway two parties will be detached, the first, under Mr. Barnard, proceeding to the Klondike region for the purpose of making a topographic survey of the district adjacent to the eastern boundary of Alaska, the 141st meridian. The survey will extend westward from the Yukon between the 64th and 65th parallels of latitude, and will include the Forty-Mile district. The map to be made by Barnard's party will serve as a basis for a careful geological investigation of the region by Mr. Keath, who will use Barnard's camp as a basis, but will operate to some extent independently.

The second party, leaving Mr. Eldridge at Skagway, will be in charge of Mr. Spurr, who will co-operate with Barnard in crossing the passes, and on reaching the mouth of the White river will enter upon its special field of work, namely, the exploration of the White and Tanana river systems. It is expected that this party will descend the Tanana to its mouth and will explore the Melogikaket with a view to future operations on the Koyukuk.

After organizing the Barnard and Spurr parties at Skagway, Mr. Eldridge, with the remaining members of the force, will go in the Wheeling to Cook Inlet, landing at the mouth of the Shushitna river. He is expected to proceed with the entire corps then with him up the Shushitna to about latitude 63 degrees 40 minutes, where several forks of the river combine. At this point a party under Mr. Peters will be detached to explore the northeastern portion of the Rushinta drainage basin, with the expectation that their work will connect with that of a party sent from the war department on Copper river, and that they will close on Mr. Spurr's surveys down the Tanana.

After detaching Mr. Peters' party, Mr. Eldridge will proceed with an assistant westward across the divide between the Shushitna and the Kuskokuk, to survey the headwaters of the Kuskokuk and to determine the navigability of that stream by descending it to the usual portage to the lower Yukon. In the exploration by Mr. Peters and Mr. Eldridge sufficient attention will be given to the location of a possible railroad from Cook inlet to the Yukon. All the parties will rendezvous at St. Michael by September 15.

The routes traversed will be critically inspected with a view to ascertaining the most practical location for trails, wagon roads, or railroads; the character and extent of the timber will be noted, and the rivers or streams will be examined as to the possibilities of navigation and height of falls or rapids, and the rise and fall of tides will be recorded. The geological survey is to be so conducted as to ascertain the general distribution of rock masses, their relations, and so far as may be the character and origin of each. All occurrences of valuable minerals will be noted, and special attention given to the presence or absence of gold, whether in placers or veins.

*Cincinnati
Enquirer
Oct 5, 1898*

DR. JACKSON

Lectures on Alaska Before the Presbyterian S.

The quarterly meeting of the Woman's Presbyterian Society of Home Missions of Cincinnati Presbytery was quite an event yesterday at Pleasant Ridge, Ohio. Mrs. Dr. J. J. Francis presided. Rev. Sheldon Jackson, D. D., LL.D., ex-Moderator of the Presbyterian General Assembly, and United States Commissioner of Education in Alaska, addressed the meeting principally on the subject of missions in Alaska. The reports of the officers of the society were very encouraging. In the evening Dr. Jackson delivered a public lecture in the First Presbyterian Church, East Fourth street, on the subject of "Alaska." The doctor explained the topography of Alaska from a large missionary map, which had been suspended over the pulpit platform in full view of a large and deeply interested congregation. He spoke of the immense resources of this vast country, extending 2,200 miles across from east to west and a distance from north to south of what would equal the mileage from Cincinnati to New Orleans. It is the largest gold-bearing district in the world. And in 25 and 50 years hence there would still be great fortunes made in this country from that source alone. There is not a creek or river in the extreme northern part that does not bear the evidence of rich gold deposits. Dr. Jackson spoke of its mineral products and gigantic lumber interests. Crude petroleum floated on the waters of its rivers in the south, indicating the presence of oil. He described four classes of its population—17,000 Esquimaux, all along its coast; the North American Indians; the Aleutians and the Clingats and the great, unnatural crimes which were still in vogue among them. Christianity had already accomplished a great deal for them. In one region he had noted the presence of some 1,500 Christians, who had formerly indulged in the practices of Paganism. There are six Presbyterian churches in Sitka, with about 500 members. The Methodist Church was accomplishing a great work in the Aleutian Islands; the Moravian missions are flourishing a little farther north. Still more northward are the Episcopal missions along the Yukon, with a claimed membership of 2,000 converts. The Congregationalists are doing good work at Behring's Straits. Cape Prince of Wales is a Christian settlement. The Episcopalians have a flourishing congregation at Point Hope, and the Presbyterians have a church of 114 members at Point Barrow, the northernmost mission of the world. The audience was dismissed with the benediction pronounced by Rev. Dr. McKibben. Dr. Jackson left this morning for St. Louis.

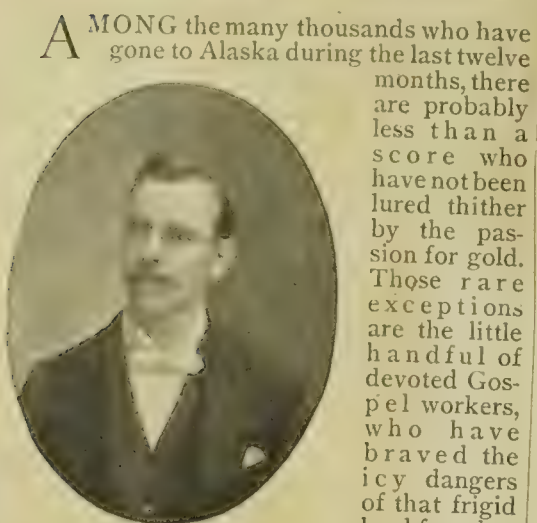
corpse has not yet been found, and the mysterious cabman is Joe Nelson, whose stand is at Sixteenth and Market streets, and who drove a drunken negro and his companion to a house on Dickson street the morning in question.

St. Louis Presbyterian Society.

The Presbyterian Society, of St. Louis, held the afternoon session of its quarterly meeting at the Presbyterian Church at Kirkwood yesterday from 2 until 5 p. m. The session opened with prayer by Mrs. H. Magill, followed by Bible reading by Dr. Mary McClean. There was an address on Christian Endeavor work by Miss Murray and one by Mrs. Erastus Burnham on India. A number of missionary letters were read by Mrs. H. W. Preuns, and a solo was rendered by Miss Laura Christian. The meeting was brought to a close by a talk on Alaska by Rev. Sheldon Jackson, D. D., of Washington, D. C., commissioner of education for Alaska.

ON THE GREAT ALASKAN TRAIL

Philanthropic and Christian Work Among the Miners—Preaching the Gospel in Tents, on Icy Highways and on the Great Glaciers—A Battle with Mosquitoes—Honest Indians and Dishonest Whites—An Interesting Letter From a Traveler on the Trail



REV. F. L. BENEDICT

AMONG the many thousands who have gone to Alaska during the last twelve months, there are probably less than a score who have not been lured thither by the passion for gold. Those rare exceptions are the little handful of devoted Gospel workers, who have braved the icy dangers of that frigid land for what is infinitely more precious than the product of the richest mines—for the sake of winning souls to Christ. Our readers will be interested in the following account (written by one of those missionary laborers), of the work now carried on in the famous Copper River Valley of Alaska, and along the trail into the interior:

"Almost every profession is represented among the multitude attracted to that country. I found preachers, lawyers, doctors, teachers, brokers, and mechanics of all trades. It was not a conglomerate mass of hoodlums, but men of families—respectable men, with loved ones at home

who were mindful of the absent. The work began on board the steamer bound for Valdes, situated on the most northerly arm of Prince William Sound. Services were held in the cabin of the steamer, to which nearly all of the seventy odd passengers came and listened to the 'Old, old Story.' At the close of the service, on the suggestion of one of the men, an offering was taken (amounting to \$6.75), and it was voted to use this in mission work in Alaska.

"After the service, a large number of the men introduced themselves to me. I found men of all denominations, some of whom were officials in church societies at home. They showed much interest in the prospect of having divine services on the trail and in the interior wherever a settlement was founded. Many of the men gave me their personal pledge of support, both in building a chapel and in carrying on the work; but alas! all those gilt-lined hopes have vanished as the mist before the sun, and many of those men are home again.

"A few days after landing at Valdes, a Christian Endeavor Society was organized with a membership of about fifteen. That it still exists, the accompanying photograph bears evidence. At first services were held in an eight-by-ten tent; but it was too small, and after a time a large tent was secured. Still later, a log cabin was erected, and in this building services are held each Sabbath. Nor did the so-

ciety confine itself within the walls of that snug log cabin; but reached out to grander achievements. A tent was placed on the glacier at a convenient point, where men, returning from the interior over the glacier, could find shelter and good warm blankets to sleep in. This work of love alone has been the means of lessening the hardships to be encountered in a trip across the glacier during the summer; and possibly in the saving of life.

"As to the services on the trail, they were held as often as possible, and genuine interest was manifested. The men wore their hats; so did the preacher. The air being quite cool, this was necessary, but when the preacher removed his hat during the prayer, every other hat came off reverently.

"It may seem a simple thing, but it was very impressive, and when we prayed, 'God watch between us and our loved ones at home,' many a brawny hand stole toward the eye, to wipe away a tear. It was the time of all times, when we thought of home. Some of the men had their Bibles with them. In fact, there were very few men on the trail who did not have a Bible or Testament.

"There was an odd incident connected with one of our services during the summer. It was a sultry day—hardly a breath of air was stirring—consequently, the mosquitoes were everywhere. The meeting, which was well attended, was no sooner opened than preacher and congregation were set upon by myriads of these pests. The northern mosquito has a method of presenting its bill, peculiarly its own. There is no harp-string solo to lull the victims to passive moods; he seems to come at you with his suction pump extended, much after the fashion of a ram. When he lights, it is usually with sufficient force to cause this ram to penetrate the skin; and he is down to business in an instant. For a time it seemed as though we would have to disband.

"There were several funerals on the trail, at two of which the preacher officiated. One was a Catholic, but the trail is a place where denominational lines are wholly obliterated. We were not Presbyterians, Methodists, Baptists, or even Catholics there; we were men away from home and loved ones; away from the

sanctuary, and its blessed privileges, and we wanted spiritual comfort for our lonely hearts, so we worked along the line of thought in II. Cor. 1:3, 4.

"The Indians of that region belong to the Greek Church, and, although they have no places of worship, yet they are strong in their faith. We had read of the 'savages' on the Copper River, and that many massacres had occurred; but from what evidence we were able to gather, it is believed the massacres were on the part of the perpetrators of the story, and that they frightfully massacred the truth. The fact of the matter is, most of the Indians have more truth and honesty about them than many white men. Chief Stickwan preached one of the most powerful sermons on stealing that we had heard. Some thieving white men had broken into a *cache* belonging to the chief. When he discovered the theft he was angry, and came over to a large camp to let the white man know that such things would not be tolerated. His English vocabulary was very limited, but he managed, by acting out his thought, to preach a sound lesson. Pointing toward his *cache*, he said, 'White man, steal gun, furs.' It seemed a shot-gun and a few of his best furs were gone, the thief, or thieves having gained an entrance by deliberately breaking the door from its hinges. Looking fiercely on the attentive group, he repeated, 'White man steal, white man no good!' Then, throwing down on the ground his knife and a few other things, he



THREE SONS OF CHIEF STICKWAN
AN INDIAN SQUAW AND CHILD

very dramatically pointed to them, and in his best English, said: 'Indian leave.' Flourishing his hand he then added, 'Indian go way. Bym-by, Indian back. Find there. Indian no steal. White man steal. White man no good!' I think the reader will be able to gather the idea.

It is this: When an Indian left anything along the trail, he could always find it where he had put it, for no other Indian would touch it; but the white man, seeing the things apparently without an owner, appropriates them to his own use.

"It would not have been safe for the thief, had he been found in that camp. There was some talk of finding him and shooting him in the presence of the Indians, to let them understand how the white man regarded a thief. It was never executed, however. The men did all that was in their power, and gave the chief flour and clothing.

"Sometime after this occurrence, Chief Stickwan came into my tent to buy sugar. I sold him a dollar's worth, and when he handed me the money, I gave half of it to my partner, and it seemed to puzzle him. Looking curiously at me, he touched

my knee with his hand, saying, with gesture, 'Why.' I tried to make him understand he was my partner. He seemed to grasp the idea, and patting me on the



THE ENDEAVOR LOG CABIN

knee, he said, 'Good.' I told the old chief that all white men did not steal. He grasped the idea, and quickly replied, holding up two fingers, 'No, two white men, steal.'

"At another time, when Stickwan and his wife had their picture taken, he pointed at the kodak, then at himself, and asked, 'me die?' He thought, in his superstition, that to have his picture taken, would, in some way, bewitch him, and he would die. When, however, it was explained to him that when he did die his wife could see his picture, he was comforted, and smiled his sweetest for the kodak. It took the combined efforts of four of us, for half an hour, to make him understand this.

"The Indians of that country are fast dying out. Nearly every one we met

A Curious Tree

There is a curious tree in Australia known as the "Angry Tree." It grows rapidly, reaching usually the height of eighty feet. At sunset the leaves fold up and the tender twigs coil tightly. If the shoots are handled the leaves rustle and move uneasily for a time. If this queer plant is moved from one spot to another, the leaves stand out in all directions, like the quills on a porcupine. A most pungent and sickening odor, said to resemble that given off by rattlesnakes when annoyed, fills the air, and it is only after an hour or so that the leaves fold in the natural way. Some unfortunate people are, by nature, as irritable as this tree. It is useless to bid them "control" the disposition. Their only help is in change of nature which comes through taking on the loving power of Christ.



AN AUCTION SALE ON THE VALDES TRAIL

[BY TELEGRAPH TO THE HERALD.]

HERALD BUREAU,
CORNER FIFTEENTH AND G STREETS, N. W.,
WASHINGTON, May 15, 1897.



EDWARD S. HOLDEN, the astronomical expert and director of Lick Observatory, has just issued through the Smithsonian Institution the first book ever written giving an accurate idea of the mountain observatories of the world. Few works

of fiction are more interesting than this plain recital of facts. It is a story of hardship, starvation and deadly peril that have befallen men who have labored on and on in the interests of science.

It shows that much of the information concerning the heavenly bodies of which we read is gained under circumstances and at heights which would fill us with awe if we only knew the real truth. It tells how scientists find wonderful facts above the clouds. It tells of the work of the Harvard College expedition on El Misti, that stands 19,200 feet above the sea's level. It describes the meteorological station on the Sonnblick which is 9,843 feet above old ocean. It tells us of the hairbreadth escapes and constant danger that fall to the lot of those who take observations on Mont Blanc.

The results of Dr. Muller's labors on the Santis is revealed and the story is also told of what transpires on the summit of famous Mount Hamilton. In a word, it is a résumé of the efforts of scientists on mountain peaks from the time of Professor Piazz Smyth at the peak of Teneriffe in 1856, to the latest achievements in far away India.

Runs Back to Galileo's Tower.

The modern mountain astronomical observatory is the legitimate descendant, Professor Holden says, of Galileo's Tower of Arcetri. The inhabitants of the earth know the external universe directly only through the sense of sight, and our terrestrial views of the planets and stars are much modified by the action of our own atmosphere upon the rays of their light which reach our eyes.

We are, as it were, immersed in an ocean of air, and one of the most important problems of astronomical physics is to determine the effects of this overlying ocean upon the light from external bodies which penetrates its depth.

The necessity for mountain observatories arises from the fact that in order to secure correct observation of the heavenly bodies it is necessary that the telescope be as far as possible from what is known as the dust shell of the earth and in an atmosphere which is steady. By steady atmosphere is meant that where the air is not constantly in motion. Twinkling of stars is the result of curvature of atmospheric strata caused by air currents. When these air currents do not act, then the atmosphere is steady and correct observation is rendered easy.

Observatories on high mountains must either be abandoned altogether during the winter season, or, if occupied, the observer must be subjected to extremely trying conditions and to some danger from terrific storms of wind, snow, hail, from lightning &c. The highest meteorological observatory in the world has been located by the Harvard College observatory expedition on the mountain peak known as El Misti, one of the Andes, whose height is 19,200 feet, or 4,800 feet higher than Pike's Peak. Among the more interesting are the observatories on the Sonnblick, in Austria, and the Santis, which are under the control of the Potsdam Astrophysical Observatory, one of the most noted in Europe. Then there is the observatory on the ever famous Mont Blanc.

High Upon Mount Misti.

Wind always blows on the Misti at the rate of thirty miles an hour, and the temperature ranges from thirty-eight degrees above to zero. The ascent is made by means of a bridle path. Neighboring stations to the Misti are those in the town of Arequipa, 8,000 feet high; on the Chachani, 16,650 feet high; Alto de los Inesos, 13,300 feet above the sea's level. The Harvard stations have been kept in full activity since 1891.

The best known of all our own observatories is that on Mount Hamilton, in California which bears the name of the man through whose generosity it was built—Mr. James Lick. This observatory, while not so notable in point of height above the level of the sea—4,209 feet—has attracted wide attention because of its equipment, for here is located the largest telescope in the world, excepting the great Yerkes telescope, placed in position not long ago at a point on the shore of Lake Geneva, Wis.



A COPPER RIVER INDIAN FAMILY

had a consumptive cough, and asked repeatedly for medicine. F. L. BENEDICT."

[Rev. F. L. Benedict, our correspondent, left the Franklin Street Presbyterian Church, at Elmira, N. Y., to undertake mission work in the gold fields of Alaska, hoping, if possible, to support himself, and to be aided by the miners. The Presbytery sanctioned the movement, and every preacher he consulted advised him to go. No gold was found, and nearly all the miners returned, leaving not more than 300 to winter there, and these anticipated proceeding up the Copper River and over the divide into the Yukon country. Mr. Benedict could get no support from the Presbyterian Board because of a lack of funds, and the miners were helpless themselves. No permanent work could be carried on in the Copper River district, so he returned.]



FAR ABOVE CLOUDLAND

Professor Holden Tells of
Gleaning Knowledge at
Dizzy Heights.

THE MISTI, 19,200 FEET.

Difficulties Met by Daring Savans in Establishing These
Sources of Information.

The phenomena of an average summer day on Mount Hamilton occur about as follows:—The sun rises in a clear sky and no clouds are visible during the entire twenty-four hours. The vision during the day is usually unsteady on account of air currents. Late in the afternoon the sea fog begins to creep in through the various gaps in the coast. Up to this time the fogs are low lying. As the afternoon goes on the sea fog rises higher and higher, and often pours over the tops of the highest peaks of the coast range, that tower 3,038 feet, completely covers the valley of Santa Clara, and fills neighboring canyons, although it seldom rises to the observatory's level, being usually a thousand feet lower. Thus the scientists at Lick Observatory are above the clouds, and gain news from the heavenly bodies while they to the majority of persons are invisible.

Much higher is the observatory on Mount Whitney in California, its occupants being 14,500 feet above the level of the sea. About one-third of the earth's atmosphere lies beneath its level. During summer there is comparatively little snow, even at the highest point of the mountain mass. Mount Whitney is but 890 feet lower than Mount Blanc, and is very easy of ascent as far as 12,000 feet.

The Station of Pike's Peak.

Harvard College Observatory, of which we have already learned through the South American chain of stations, has a meteorological observatory on Pike's Peak, 14,134 feet in altitude. For fifteen years this station was continually occupied, but now the observations are generally confined to the summer months. A notable feature of the Pike's Peak observatory is the fact that the most tremendous electrical storms which occur in North America seem to cluster about its summit. The lightning is nearly continuous for long periods and the deep rolling thunder is shattering to the strongest nerves. It was from this point, in July, 1878, that Dr. Langley observed the total solar eclipse. Other observatories of note on this continent are those of Flagstaff, Ariz., 7,300 feet; Echo Mountain, Cal., 3,500 feet; Chamberlin Observatory, in Denver, Col., 5,400 feet, and the National Observatory of Mexico, at Tacubaya, 7,500 feet.

No observatory exists around which more interest clusters than that at Mont Blanc, which rears its snowy head 15,780 feet from the surface of the ocean. The story of this observatory and of the dangers of those who have utilized it forms succeeding chapters in the tragedy of human existence such as science cannot elsewhere produce. This observatory was erected by M. Janssen upon compressed snow, because no rock foundations were available. It is provided with

jack-screws, in order that it may be levelled, if necessary. The snow always covers the lower story. The temperature in these tunnels at all times was 3 degrees above zero. The minimum temperature on the summit of Mont Blanc is 43 degrees below zero. The top of the mountain is, in fact, a glacier.

On the Sonnblick Observatory there are eight times as much snowfall as rainfall. The twinkling of the stars is regularly observed at this point, and, strangely enough, is considerably greater than at the lower station. There are at this observatory, on the average, 250 days each year when the mercury stands at zero or below.

The New Observatory in India.

The newest observatory, and one of which astronomers hope much, has just been erected in the Palani Hills, in India, at a height of 7,700 feet. It is known as the Kodikanal Solar Physics Observatory. There are over two thousand hours of sunshine at this point yearly, and the experiments thus far conducted show that the atmosphere is steady as well as clear. The climate of the location is utterly different from anything with which Europeans or Americans are familiar.

Professor Holden draws particular attention in his interesting work to the observatory at Nice, peculiar for the fact of its being devoted entirely to astronomy. This institution is located on Mount Gros, and is only 1,100 feet above the sea level. Under good circumstances the transparency and purity of the sky at Nice are remarkable. If the disc of the sun be hidden by a screen there is no glare in the field, even close to the point of tangency. The Nice Observatory has an annex on the summit of Mount Mounier, 8,893 feet high.

In closing this résumé of observatories it is well to refer to the astronomical observatory on Mount Etna, 9,652 feet above the sea.

Professor Holden, in the work from which these facts are taken, has laid before the world its first opportunity to observe in continuous form the achievements of the astronomer and the meteorologist. Who can say that in daring, bravery and heroism they do not compare favorably with the tales of exploration with which history is replete?

Phases of Home Mission Work

By Secretary Charles L. Thompson

Nearly every traveler in these days carries a kodak. The scenes and experiences of a journey are put on sensitive film and afterward on the review have well nigh the effect of moving pictures. The journey becomes a permanent possession. It can be repeated in an hour at leisure. A recent Home Mission tour prompts this attempt to reproduce for the lovers of our cause some impressions with which our mental kodak is loaded. For while the cause as to main features remains the same, every decade—if not every year—presents a new angle of vision and so a new phase of work. A mountain range comes very imperfectly into the four by five plates of a Premo, but the general features are there. Only in faintest outline can these few words indicate the vast range of Home Mission work. It will be enough if they shall stimulate any to seek the larger view.

Home Missions once meant the suburbs of Boston, then the valley of the Mohawk, afterward the Western Reserve, and later the Mississippi valley; now all this vast territory has either achieved self-support or is talking about it. Only toward the Rockies do we come to pure Home Mission ground. But the area is not lessened. New regions come under the flag. When the Eastern states take up self-support, the Western coast fills up with people. When the Central West takes care of itself Alaska reveals a new empire for missions. So the cause expands with the expansion of our country.

Pass through the gates of the Rockies into the Utah valleys. It is like coming through dreary tracts suddenly upon the garden of the Lord. Beauty and fertility abound on every side. Snow-crowned mountains frame the pictures, Nature has done her best and man his worst. The situation in Utah today may be summarized thus:—a Mormonism somewhat veiled but more aggressive than ever, with more zeal at home and more missionaries abroad; with ostensible deference to national authority and a thoroughly worked ecclesiastical machine destructive of such authority, and with a flag of defiance of national moral sentiments in the election to Congress of an avowed polygamist. Opposed to this politico-religious organization propelled by intense fanaticism we have a few struggling mission stations and a few schools and academies, manned and taught by brave and self-sacrificing preachers, and teachers. The mission stations are barely sufficient to serve as protests, a few signal fires here and there to tell of the rising storm. The schools and academies point the hope of the future. Public education is in Mormon control; Christian education alone can save the rising generation. The needs of Utah are missionary evangelization, filling the land with the antidotes to Mormon poison: patient, gentle, personal work of men and women, aflame with the love of souls, and more and better Christian schools, from the kindergarten to the college.

The Pacific Coast presents peculiar interest because of recent developments. It has a commercial outlook across the ocean, meaning more than now can be told. It has new industries, both agricultural and mining. From the orchards of southern California to the mines of Oregon, Washington, Idaho and Montana, there are signs of promise, attracting people in unusual numbers. Southern California has had a hard time. Two years of drouth have discouraged the many people and rendered our churches less able to help themselves. But there is steady development nevertheless, and a year of bounty will bring many mission fields forward toward self-support. Northward through that state and those above it there is steady progress. The self-denial and courage of the missionaries are conspicuous, many of them by dint of overwork covering fields that are twice too large for one man. Many mining towns are springing up in the far northwest that are practically without the Gospel. All that western region is fruitful of religious vagaries. Weeds abound. But the people need the Gospel and in many cases appeal for it. Shall it be unheeded? Thus, in a

terday it became necessary for the mother to send them to the hospital. The girl, Lena, 5 years old, died soon after reaching that institution. The rest are named Gus, Charles and Jack, and are 1, 1 and 4 years old, respectively. Dr. Sutter thinks the rest may recover.

MISSIONARY WORK IN ALASKA.

Interesting Lecture by Rev. Dr. Sheldon P. Jackson.

Rev. Dr. Sheldon P. Jackson, United States Commissioner of Education for Alaska, delivered a lecture on missionary work in that far-away land at the Compton and Washington Avenue Presbyterian Church last night. The doctor is now on his way to Washington City to make a report of his work. He expects to return to Alaska before a great while. His lecture last night was heard by a large congregation, which included a number of well-known Presbyterian ministers. Before going to Alaska, Dr. Jackson was engaged in missionary work in the Rocky Mountain districts of this country. He still keeps up his interest in religious work, notwithstanding his official position.

Dr. Jackson opened his talk last night by telling something of the climate, topography and resources of Alaska. The country had long been misrepresented. It was not the desolate country pictured. The most beautiful scenery he had ever beheld he had seen in Alaska, and he assured his hearers that the scenery of parts of Alaska over which the average American tourist goes into raptures is not to be compared with that viewed on a trip from Sitka to the Aleutian Islands, a journey which very few people make.

Alaska is a land of surprises and natural phenomena. Its rivers are the largest in the world, and the wealth of its mineral resources can not be estimated. In every brook in four-fifths of Alaska prospectors have found gold. The strikes have not been as rich as some of those made in the Klondike, but the speaker thought that discoveries of gold would continue to be made in Alaska for the next 100 years. The climate of the major portion of the peninsula was not as rigorous as the people of the United States believed. Around the coast the temperature was moderated by the ocean currents and at Sitka the winters were so mild that ice of sufficient strength to bear an individual's weight was seldom formed.

The people of Alaska, the speaker said, are of four distinct races. There are the Esquimaux, the American Indian, the Thlingetts and the Aleutes. The first three are barbarians. The Aleutes inhabit the Aleutian Islands; are civilized and belong to the Greek Church of Russia. Not many years ago the Aleutes celebrated the centennial anniversary of the establishment of the church in their country. Witchcraft is still believed in by the other three peoples of Alaska and it is nothing unusual for people to be tortured to death because they are accused of this impossible crime. Among some of the tribes the custom of killing children at birth prevails. With others it is considered no crime to kill the sick and old. Child marriage is very common among these people and often one hears of the purchase of a little girl by an old man. The people are not ferocious naturally, however. They are easily won to Christianity and the only reason they remain barbarians is owing to the neglect of the civilized world.

The speaker told something of the missionary work already accomplished in Alaska. Churches and missions have already been established by the Presbyterian, Methodist, Quaker, Episcopal, Swedenborgian and Congregational denominations. Some of the sects have likewise founded schools. The good that is being accomplished can hardly be estimated, but the field is so large that very few of the people can be reached. In addition to the native population, the last eighteen months has seen 100,000 miners come to Alaska and the Klondike. These people are without spiritual instruction, and are badly in need of it. Very few of them even stop work on the Sabbath, and to Dr. Jackson some admitted that they had lost track of the days of the week. That such a condition of affairs should exist, Dr. Jackson deplored, and he asked his hearers to exert themselves to have the evil remedied at once. The Presbyterian Board of Missions was willing to do its share of the work, but at present was handicapped by a lack of funds.

certain Western presbytery, a Sunday school missionary has recently organized Sunday schools in twenty localities, in not one of which have we been able to follow the Sunday school with church services. Sunday schools soon die out if churches do not follow.

The faithfulness of our Indian churches is worthy of special mention. In many of them the elders carry on the services acceptably when there is no pastor, and some of them send missionaries from their own number to less favored tribes about them.

Alaska is a wonderland. Its interest to the church is this: there are 40,000 Indians there accessible to the Gospel, some of them of superior intelligence; there are many thousands of energetic and capable white people going thither in pursuit of gold, living amidst terrible temptations and far from all the good influences that once surrounded them; and there are thriving towns with from a few hundred to several thousand people that will be permanent centers for missionary enterprise. Our work among the natives is good and abiding. Their earnestness in prayer and their readiness to testify for Christ would put many a white church to the blush. The difficulty there is not to keep the prayer meeting moving, but to get it to stop. The work of Christian education is only well begun, but its fruits are apparent in many strong young Christians who are adorning their profession. The needs of Alaska are more missionaries for the interior, and more schools and teachers along the coast. And the quality must be high. The intelligence of the people averages with that of the states, and their critical faculties are sharper and exercised with more relentless freedom.

The attack made on Dr. Jackson by the grand jury at Juneau only illustrates the value of this work. To stand against evil practices as he has done is sure to invite the hostility of those whose business or whose sin is interfered with. He has a wholesome lot of enemies in Alaska, mostly "fellows of the baser sort."

In general it may be said the money given to our cause is wisely expended and brings ample returns. But if the amount were doubled it would not more than fill the measure of our country's need. New and plastic communities, what stamp shall they have? New chances for our church to honor her missionary history! Will she rise to the opportunity of the hour?

WOMAN'S HOME MISSIONS.

DELAWARE, OHIO.

AUGUST, 1898.

* * *

DR. SHELDON JACKSON'S importation of reindeer is by no means a failure, says the *Christian Advocate*, if we may except the dying of a large number through "red tape" delays before reaching Alaska. Alaska furnishes greater quantities of food for them than any other country and the proper conditions in all points for their support and usefulness, and they are to be of great and special service in the future of that country.

A Year Old Note.

Miss Willard certainly voices the sentiment of all our home missionary societies, and especially our own, for which Dr. Jackson has done distinguished service in the following words:

"I never wrote before to a 'Moderator' to rejoice that he had attained that high position in the great church of the Presbyter, but you are one of my heroes. You have stood for all our gospel means, not in a luxurious parish or splendid college, but out yonder on the edge of things where

God's most friendless children turn toward you the eyes of pathos and hope. Most of all have those downtrodden women of Alaska been blessed by work that you have done or have inspired, and not a woman lives who has a brain to think who can fail to look upon you as one of the blessed reappearances of the primitive man of Christ in an age that needs such men more than it needs gold or tariff. God bless you and nerve your brave arm for even stronger strokes of grace against the accursed liquor traffic and every other form of cruelty."

The selection of this broad-minded and enterprising home missionary for moderator of the late General Assembly (1897) is only another indication of the predominance of the missionary influence in this closing century.



WEATHER STATIONS FAR ABOVE



THE CLOUDS ESTABLISHED AFTER



GREAT HARDSHIPS AND PERILS.

From The Beginning.

The Twentieth Anniversary Exercises began on Sunday with the Baccalaureate sermon by the Rev. Dr. Wile, of the First Lutheran Church, Carlisle.

The passage of Scripture from which lessons were drawn by the speaker for the graduating class is that found in Jno. 8: 36:

"If the Son therefore shall make you free, ye shall be free indeed."

Wednesday Evening.

At the appointed hour, 7:30 on Wednesday evening, the gymnasium was filled with the exception of the corner reserved for our students. The band played and the 700 students marched in by twos and took their seats. Four rows of chairs on the platform were occupied by distinguished guests, prominent among whom were four Indian chiefs from the Sioux tribe. Major Pratt opened the meeting by saying:

These Wednesday nights before Commencement have always been used, as I have before stated, as an experience meeting, so to speak, and have always proven interesting, so interesting that we never fail to have an audience. I think you will not be disappointed tonight. There are speakers here a plenty, and I think this night will be a memorable one in the history of this school. I don't know how much music you had before I came in, but we will start first with a piece by the band—Mr. Wheelock, not too long.

The band rendered Overture, Fra Diavolo—Auber, which elicited long applause.

Then the school sang, "To Thee, O, Country."

MAJOR PRATT I wanted to introduce to you and have you look in the face a gentleman here, because he is one of the heroes of the day, but Dr. Jackson knows all about him, so I have asked the Doctor to introduce him.

DR. SHELDON JACKSON:

A little over one year ago tidings came from the far North that eight whaling ships had been caught in the ice with four hundred sailors and that they were without sufficient provisions to last until the following summer, when they could be relieved. The President called his Cabinet together to confer over the matter. It was found that no provisions could be taken to them in the ordinary way—that the only possible measure of relief was to take two herds of domestic reindeer, that were in the neighborhood of Bering Straits, and drive them over land to Point Barrow for food purposes. Accordingly instructions were issued to organize a relief expedition and make the attempt to reach the starving men in the Arctic Ocean.

The story of the expedition was told at a Wednesday meeting in Carlisle, and when one of the audience went home and retold it to his children, one of them said; "Why, the leader of that expedition must be the great North King of the United States."

Passing through your buildings this afternoon one of the faculty said to me.

"Do you know if Lieutenant Peary is here? I understand that he and his wife are to be present."

I replied:

"I do not think he is here, but I know this, that a greater man than Peary is present, with his wife, in Carlisle to-day."

"Peary in his explorations in Greenland was striving to gain knowledge, and if he got caught in a storm, he could wait securely in his tent until the storm was past and then push on northward for the purpose of continuing his investigations, but when the great "North King of the United States", by the direction of the President started to the relief of the four hundred perishing men, it was to be a race with death to save their lives and to reach them as quickly as possible; and to do this he had neither a base of supplies, to which he could fall back in case of necessity, nor caches of provisions at suitable intervals to speed him onward.

We honor Peary for his endurance, but this great country still more honors the man who with equal endurance had lives at stake and sought to rescue four hundred perishing sailors.

Within the past year the country has honored the remarkable exploit of Lieutenant Hobson, who with his Merrimac sailed into the harbor of Santiago and sank his ship with fort and fleet, on his right and on his left, pouring into his devoted vessel shot and shell. The country does well to honor that man; but we have with us to-night on this platform a

man who not only risked his life for a few short fleeting hours, but for four long months, in the morning conscious that death might overtake him before night, and in the night conscious that he might not see the morning as he faced northward leading his expedition to save those four hundred whalers and American citizens. [Applause.]

On the 9th of December 1897, the U. S. Revenue Cutter "Bear" after days of buffeting by ice-laden gales and repeatedly driven back by a frozen sea, succeeded in landing through ice floes and a blinding snow storm at the Arctic gate on the bleak and wintry coast of Cape Vancouver, the overland relief party of three men

Over a thousand miles of Arctic wastes lay before them. A portion of the way had never been trod by the foot of white man. Unknown and barbarous tribes were to be encountered. Storms were to be met before which it seemed impossible that man or beast could face and live, the thermometer registering 30, 40 and 50 degrees below zero. And yet they did not dare remain in camp until the violence of the storm should pass by, for before them 400 men were dying, whom they had started to rescue, and setting their faces as flint against the death-dealing storm and the awful and almost preternatural solitude of the long Arctic night they struggled forward into the Unknown over whose entrance gate stands written the experience of centuries of Arctic exploration "Whoever enters here, leaves hope behind."

On the 29th of March the party reached Point Barrow, and on the following day Mr. William T. Lopp, the heroic Missionary from Bering Straits, arrived with a herd of reindeer, and the whalers were saved.

Upon the news reaching Washington, the President communicated the same to Congress in a special message, and recommended the thanks of the Nation and a gold medal to the heroes.

I am glad of the privilege and that Major Pratt has given me time to tell this story of bravery, good generalship, heroic endurance and the interposition of Divine Providence, and to introduce to this audience the great "North King of the United States,"—Lieutenant David H. Jarvis, of the United States Revenue Cutter Service.

LIEUT. JARVIS: [Continued Applause.]

LADIES AND GENTLEMEN: Major Pratt says you are to look me in the face, and Dr. Jackson calls me something like a king, so I suppose you had better look at me pretty hard as I don't think I will be here long. [Laughter.]

Dr. Jackson has told you more about myself than I would care to say, I assure you, and as this is an experience meeting on Indian education—although I don't figure in that, I do figure in experiences with Indians. You call the Northern Indians Esquimaux; we know them and call them Indians, or natives as the word comes handy. I can tell you that they certainly outrank Dr. Eastman as an anti-scalper, because they are so kind and good natured with one another that

such a suggestion as scalping has never been associated with them, and I want to say for the Esquimaux, or Indians as we know them in the far north, the farthest north of any tribe, that a more homely, more generous, more good-natured and helpful class or race of people I don't know of. I never passed a house in all my experience in which I have not always got a good welcome. I never went to a house where the best corner or the best place was not cleared out and surrendered to me, and I never had occasion to want food or shelter of any kind, for the best they had, such as it was, was always given me, and more than this I don't think can be said of any people. I thank you for your patience. [Applause]

MAJOR PRATT: Congress is going to give the Lieutenant a ship to transport the reindeer from Siberia over to the United States. Perhaps I ought not to have said anything about this before these Russian officers. Dr. Jackson has a scheme to take all the reindeer out of Siberia and turn them over to the United States.

The Skaguay News.

Friday, Oct. 28, 1898.

M. L. SHERPY, Editor and Proprietor
E. J. WHITE, Associate Editor.

SCHOOL AID COMING.

GOVERNMENT INTERESTED.

Will Expend \$100 Monthly Until
Next June--Needed School Sup-
plies Will be Provided.

It will be with no small degree of pleasure that the residents of this city, especially parents of school subjects, will learn that at last Skaguay is to have government aid in conducting and maintaining a school. Thus far our school has been supported by contributions, and the work has been, in spite of the zealous efforts of both teachers and trustees, more or less of a drag. But now all the work incident to collecting tuitions every month will be obviated, for the reason the United States commissioner of education at Washington city has had his sympathies enlisted in our behalf, and has explained himself in a very satisfactory letter as follows:

WASHINGTON, D. C., Oct. 8, 1898.

MR. WALTER CHURCH,

Skaguay, Alaska.

DEAR SIR:—Your letter of September 21st setting forth the conditions prevailing in the town of Skaguay and asking for aid from this bureau for the school which is now in operation there has received careful consideration.

As you are doubtless aware, for several years past the congressional appropriation for education in Alaska has been only \$30,000 per annum, which with careful and judicious distribution has been barely sufficient to meet the expenses of the schools included in the present system. However, certain liabilities

which had been included in the estimate of expenses for the current fiscal year have recently been cancelled, leaving a small amount which can be used in aiding the school at Skaguay.

Mr. William A. Kelly, the superintendent of schools in the Sitka district, has been requested to proceed to Skaguay, to confer with the school board, to examine the person nominated by the school board for the position of government teacher, and after a satisfactory examination and the filing of testimonials with regard to character and reliability to recommend said person to this bureau for appointment. The salary to be paid will be \$100 per month until the close of the present school term, May 31, 1899. Mr. Kelly has also been requested to forward to this bureau a requisition for school supplies, as the amount of money at our disposal is small, this requisition should include only the supplies most needed.

I regret that at present it is not possible to erect a government school building at Skaguay.

In several of the towns in Southeastern Alaska there are local school committees which aid this bureau with recommendations with regard to school matters, audit the vouchers of the teachers and render aid and support to the work of the school. Mr. Kelly has been requested to consult with you and make recommendations for the formation of such a committee at Skaguay. No compensation can be provided for the services of the committee, but the members of the committee are given opportunity of doing much good and useful work for the community.

Thanking you for your letter, I am,

Very respectfully yours,

W. T. HARRIS, Commissioner.

waves from the 1st of August until the 1st of later, but just before this Sheldon Jackson, and when they were brought face to face, of the Continent.

the bodies of the people must come from the inhabited parts of the Continent.

125,000 for the... Of course, the man who had suggested the plan was the best to carry it out, and in forty-eight hours Sheldon Jackson

cost somewhere between two and three hundred millions of dollars. (The Russian estimate is 350,000,000 roubles). It will give a continuous railroad line from Vladivostock to St. Petersburg, and the probability is that a branch line will now be run down through Corea, and Japan will be brought within a day's ride of this terminus. When this is done the Japanese can make a trip to Paris with a water voyage of less than twenty-four hours. I have already written of my trip over the new Chinese railroad. This line now runs to the city of Shanhaikwan, where the great Chinese wall juts down into the sea. There is a breach in the wall at this point, and though the superstitious Chinamen would hardly permit the cutting of the wall for a railroad, they have allowed it to go through this breach, and it is now being pushed on into Manchuria. It will eventually reach the Russian frontier, and will probably connect with the Trans-Siberian railroad, and then we can go from Pekin to Paris by land.

Tea and Silk.

It is impossible to estimate the changes which this great railroad will make in Asia. The tea trade of Europe will undoubtedly go over it, and the great bulk of the exports from China, Japan and Corea will be carried through Siberia to Europe. As it is now, the fastest steamers are used for the tea trade. The new tea brings the highest prices in the market, and ocean steamers go up to the city of Hankow, seven hundred miles in the interior of China, and as soon as they can load they sail with full steam to London. They go by the Suez canal, and it takes them about forty-five days to make the voyage. The Chinese have already planned a railroad to the center of the tea districts from Tien-Tsin, where their new military railroad begins, and the tea will be shipped right north to Siberia, and get to Europe within fifteen or eighteen days. Tea carried overland is said to be much better than that which goes by water, and this will make a revolution in the tea trade of the world. At present the foreign trade of China amounts to about three hundred million dollars per year, and the bulk of this is made up of costly articles like tea and silk. These can pay high freight rates, and they will undoubtedly be shipped by rail. There are now in the neighborhood of six hundred million people in China, Japan and Corea. There are about four million in Siberia, and this road has the trade of nearly one-half the world to draw from.

The Road and Manufactories.

It will probably make Russia a great manufacturing nation, and the Russian iron will be shipped over it to China. There is no iron in the world better than that of the Ural mountains, and the Chinese are ready to pay high prices for good iron. Most of their tools are now made by hand, and they must have the best of raw material. At present a large part of the iron used in China is made up of cast-off horseshoes, which are sent out from Europe by the shipload. The Chinese make razors, knives and all kinds of implements out of this iron, and there is a great demand for it all over the empire. There are great iron deposits at different points along the Trans-Siberian railroad, and big factories will spring up at all these points. The Russians are good mechanics, and they have vast iron works near Moscow and at Tula, which make as good hardware and guns as you will find anywhere in the world.

The Trans-Siberian Route.

As the line is now planned and being built, it is to run from Moscow right through the southern part of Siberia, making an almost straight line through this immense territory to the city of Vladivostock. It goes through rich gold mines. It taps vast areas of rich soil, and it will probably build up an empire in southern Siberia. The first section of the road is at the west. It begins in the Ural mountains, and there is an army at work building it. The next section is to run from the town of Omsk on the river Obi, and the contractors are also at work here. In the middle of Siberia there is another army

it touched the back of my head and I cowered down in the sampan which had been gagged, while the Chinaman in a waterproof coat sculled us through the darkness. The night was Egyptian in its blackness. A wall of light rose out of the sea in the distance, where the great barracks, with their thousands of Russian troops, covered the sides of the hills. Here and there out of a mist sparkled the lights of a great, black, monster steamer, and we rowed right under the shadow of black hulks which were carrying Russian prisoners to the Island of Saghalin. We narrowly missed getting the train. We left the steamer at 9:30, jumping into the boat, which rose and fell like a bolt of paper upon the waves, and we had worked our way almost to the shore when I found I had forgotten my passport. The possibilities of a Russian prison came over me, and I insisted that we must go back to the ship after it. Both my Japanese guide and the Chinaman objected, but we finally turned back, and in the end reached the land, with only twenty minutes to make the train.

At the Station.

Hiring a droschky, with two horses, we drove on the gallop through the mud to the station. This was filled with soldiers and police. There were common soldiers in uniform, army officers in heavy overcoats and guards by scores who marched up and down with bayonets and guns. There were police everywhere, and the station looked more like a barracks than a railroad depot. At one end of it was a restaurant, and at the other end was the ticket window. After showing my passport and my police permit, I was able to buy a ticket to Nikolsk. The distance was, as I have said, seventy miles, and it cost me \$2.95 in silver. The ticket was of about the size of a small business envelope. It was white and no thicker than note paper. Upon it were printed the date and distance, and the names of the stations. Showing it, I passed out of the door to the train, going by more guards and police as I did so. The



Laying the Rails.

train comprised about twenty-five cars, of which half a dozen were passenger coaches, and the others were freight and baggage cars. I made a rush for one of the cars, and my heart sank as I looked at the accommodation, and at the place where I had to sleep during the night. It was merely a freight car filled with wooden benches running clear across the car, and facing each other. Above the seats there were shelves, and I found that these were the upper berths. The lower seats were all filled when we entered, and I had to climb up on one of these upper shelves to sleep. There were no cushions and no bedding. I rolled my coat up for a pillow, and wrapped myself in my blanket and lay down. The space between myself and the roof was not wide enough to allow me to sit up, and I rolled over on my side and looked with interest on the queer crowd surrounding me. The most of the passengers were soldiers, but there were emigrants and farmers, a half dozen Chinese, one or two Tartars and several Japanese girls, who seemed to be of a very questionable character. They laughed and chatted with the soldiers, and were loud in their way.

Suspected by the Police.

I found that the soldiers were very inquisitive. I was approached a half dozen times by officers and questioned. The guard of the train looked me over very carefully, and when the men found I

doubtedly have their eyes upon Corea, and while they will not probably take the country, they will exercise such an influence over it that they will be able to get what they want.

Working With Convicts.

A great part of the work on this eastern section of Trans-Siberian road has been done by means of convicts, but this has been changed within the past year. The convicts have been shipped off to Saghalin, and the men are now all paid workmen, including a large number of soldiers. I saw them at work, and it looked like a slice out of Russia and reminded me of the work I had seen on the Volga during the great Russian famine. On the way back to Vladivostock I had a much better chance to see something of the country and the railroad. The station at Nikolsk is a long, one-story building made of red brick faced with stone. The engine of our train burned wood, and about the stations there were great wood piles, while the wood was stacked in cords at the back of the engine. We had some fourth-class cars on the way going back. These were even more uncomfortable than the one I have described. There was no chance to lie down in them, and they were filled with peasants and soldiers. The baggage car was in the middle of the train, and I looked in vain for a postal car. Still, there was a post office box at each station, and I am told that the postal service is fairly good. I noted some of the gravel cars. Their sides are made so that they can be let down. They are about fifteen feet long, and have four wheels to each car. The road is of the standard Russian gauge. The rails seem to be a little lighter than ours, and the ties are of pine. At every station I found policemen with revolvers on their hips and swords at their sides. Many of the stations are built of logs, and a crowd of Russians in caps, and of Chinese, with pig tails, stood and gazed at the train as it went by. Just out of Vladivostock the road runs through low hills. It skirts the beautiful bay of Peter the Great, and as you ride along this going from one gulf to another, now rushing through forests and now sailing along the edge of the water, you are reminded of the picturesque lakes of northern Michigan. The road throughout its length will be one of the most picturesque in the world, and it will be a great scenic line. It has now been built about fifty miles beyond the point where I stopped, and the other portions are going on rapidly. No one really knows just how soon it will be completed, but it will undoubtedly form one of the great elements which are now at work changing the face of Asia and making the celestial world over on the basis of our modern civilization. It is certainly an enterprise which will bear watching, and which is already full of mighty possibilities to not only Russia, but to every civilized nation, and I might say every Asiatic heathen nation on the face of the globe.

FRANK G. CARPENTER.

An Evening of Living Books.

From the Ladies' Home Journal.

To raise some funds for our hospital it was decided to open the Town Hall and give an entertainment known as the circulating library. About fifty girls selected names of books which they were to represent, and dressed themselves in a way that would best express the idea. The girls were all catalogued according to their book names and stationed behind a large curtain.

Catalogues were held by five or six librarians, who called the books from behind the curtain when they were asked for, and they were given into the hands of the borrower for fifteen minutes. The orchestra played dance music, and the partners could dance or have a little chat or promenade. The girls were all masked, which greatly increased the fun, for they were only known by their book names, and their identity was the subject of much speculation. At the end of each fifteen minutes a large bell was rung, when all the books were returned to the library, to be taken out again presently by other (or the same) subscribers.

Twenty-five cents was the fee for a single book, and one dollar purchased a subscription ticket which was good for the entire evening. Twenty-five cents admission to the hall was also asked. All the seats, which were arranged in rows around three sides of the room, were occupied by delighted spectators.

STORY OF SURVEYORS

Spokane Star
Nov 10 1898
Papers on Alaska Read Before Geological Society of Washington.

Narrative of Trip Up Sushitna River— Notes of Survey of Forty-Mile District.

The eighty-first meeting of the Geological Society of Washington was held last night in the assembly hall of the Cosmos Club. President Arnold Hague presided, with Mr. T. W. Stanton serving as secretary. The evening was given over to the reading of two very interesting and instructive papers on Alaska by surveyors who spent the past summer in the far north possession of the United States.

The first paper was by Mr. Robert Muldrow, who gave a narrative of a recent trip up the Sushitna river of western Alaska. The river was entered at Cook's Inlet, and in small boats Mr. Muldrow's party made their way up stream, proceeding by water as far as the head of Indian creek. The vegetation through that section is pale green, giving the whole country a tinge of color to be found nowhere in the United States. Leaving the boats at Indian creek, the party made its way over the mountains in a northerly direction, establishing a base on a plateau from where the magnificent Mount Bulshala, 19,500 feet above the sea level, was in full view. This range, the speaker explained, was the most magnificent stretch of mountains he had ever beheld, and in comparison Mount St. Elias was indeed significant. Towering peaks, resembling church spires at a distance, raised their heads to the height of 1,500 or more feet above the plane of the range.

Rice the Only Food.

Returning from the valleys and mountains, the party at last found themselves without food, and forty-five miles from the camp on Indian creek. A five-pound sack of rice was found on the trail and it sufficed to feed six men. September 5 the boats were again placed in the water and the party floated down the Sushitna, traveling 100 miles in fourteen hours without working a paddle. Reaching Tyoonok, a steamer for Juneau was missed by twenty-four hours, necessitating a layover of fifteen days. At Juneau connection was also missed, and it was the 9th of October before Seattle was finally reached on the return trip.

Mr. Muldrow said the valley in the vicinity of the head waters of the Sushitna is a beautiful stretch of country, suitable for agriculture, and in this section a railroad might easily be constructed. Near the mouth of the river, in the country tributary to Cook's Inlet, fine potatoes and other vegetables were being raised. The timber in the vicinity was all that could be desired for local consumption. Ducks and geese swarmed about the inlet in millions, while many bears were seen in the trip over the mountains, one or two brown and black ones coming within fifty feet of the camp. All along the Sushitna gold colors might be found by simply washing out a plate of the river gravel.

Forty-Mile District Survey.

Mr. E. C. Barnard followed with a paper on the survey of the Forty-Mile district of Alaska, lying just west of the international boundary line and not far from Dawson City. Both speakers used maps and sketches to illustrate their remarks. Leaving Seattle April 1 last spring Mr. Barnard and his party met the Sheldon Jackson reindeer expedition at a point near Dyea. Mr. Barnard had an order for 200 of the animals, but did not take them, as they were too weak and sick to be of any service whatever. Passing up the Chilcoot, which is ha- traveling on account of the heavy snows, the party reached Skagway on April 8. On the road to Sheep camp they met any number of prospectors, using all sorts of animals in carrying forward their supplies. Burros, United States and Great Britain.

later, but just before October. This was Sheldon Jackson, and when they were brought face to face, bear skins, must come from the inhabited parts of the Continent.

The speaker created a telling of a wooden-legged man on a sled over the snows. Mr. Barnard spoke interestingly of his trip to Dawson City from Dyea, passing through Lake Bennett, Tagish lake, Marsh lake, Leevies river and Lake Labarge into the famous Yukon. All sorts of prospectors and all sorts of boats were encountered on the passage, and much sport was had in sailing the sleds across the frozen surfaces when favorable winds were to be had. At Lake Bennett, April 21, the weather was fine, the thermometer dropping to zero at night, but rising to the thawing point in the day. Sawmills had been established along the way and were selling plain boards at \$250 per 1,000 feet. May 1 was a beautiful spring day, and brought with it an abundance of mosquitoes, the little pests remaining with the party until the latter part of August. A tram road assisted the party in passing around White Horse rapids in Miles canyon.

Dawson City.

The speaker declared he found Dawson a most interesting place, having all the accompaniments of a frontier town, but being devoid of any lawlessness as far as he saw. It is situated at the mouth of the Klondike river, and was last May a town of some 5,000 population. Ham was selling at \$1.50 per pound; tobacco, \$9 per pound; eggs, \$18 per dozen, while whisky was as valuable as gold dust, because none was to be had. Throughout the Alaskan country the dog is man's greatest friend. The canine can live on a diet of dried fish and make his way along where it would be impossible for horses to travel. Enough grain could not be easily carried for feeding the equines. Forest fires were raging in many parts of the country.

The party finally left Dawson and established a base at Eagle City, which is the American town, a settlement of some one thousand people. Angles were read at 11 p.m., when the sun was just sinking in the west. One day some mischievous persons set fire to their provisions while in the country. Mr. Barnard succeeded in saving his valuable papers and instruments, but all the provisions were gone. The party, however, saved an American flag from the fire, and, hoisting it, waited for some one to come. There were many Americans in the vicinity, it seems, and boats drew in from every direction, the miners inquiring if an American custom house had been established. Mr. Barnard told them the truth and received supplies enough to last until more were had from the warehouse at Eagle City.

Gardens and Vegetables.

Little gardens and spring vegetables were flourishing in the vicinity of Fort Cudahy. Mr. Barnard then told of the topographical work done by his party. The striking topographical features of the Forty-Mile district are the numerous domes to be found connected by flat ridges having a uniform height of 3,200 feet. Gold was to be found on nearly all the streams in the district. Forty-Mile creek, Dome creek, Canon creek, Franklin gulch and Napoleon creek, where the pumpkin seed gold is found in large quantities. The precious metal is also to be found in American creek, Boundary creek and Chicken gulch.

The party returned by way of St. Michaels, going down the Yukon on one of the river steamers. It is quite easy to reach the Klondike now, Mr. Barnard declared, the trip into the interior over the route taken by his party requiring on the steamers now in operation but five days, while ten days suffices to bring one out again to the sea.

The following Article from New York Sun Nov 20, 1898 made up. No Such Missionary or work in Alaska Sheldon Jackson

RISE OF A SAVAGE TRIBE.

A SCOTCHMAN'S WORK AMONG THE ESKIMOS IN ALASKA.

Witchcraft and Degradation Driven from the Innuits of Cape Pierce by the Rev. D. W. MacPherson After Nineteen Years of Civilization.

iel W. MacPherson having a season of rest and recreation among the orange groves and flow- southern California. For nineteen years he has lived and worked among the natives—known as Innuits—on the Behring Sea coast of Alaska, and now, after constant work and privations and hardships that few men would endure voluntarily, he has come down the coast into the semi-tropics for a rest and a change of six months. The improvement in the moral and industrial conditions of a settlement of more than 400 degraded Eskimos at Cape Pierce is the result of almost his sole endeavors.

Mr. MacPherson is 47 years of age, but looks about 35. He was born in the suburbs of Edinburgh, Scotland, and was a student at the university of that city. He knew Robert Louis Stevenson there when the two were college boys. He subsequently went to Cambridge and took a minor degree as a divinity student. Possessed of ample means, through an inheritance from an uncle, he resolved to devote his life and fortune to carrying civilization and Christianity to savage races. In 1875, when he was 24, he went as a missionary to South Africa under the auspices of the Christian League of Scotland, but paying his own expenses and providing himself for the maintenance of a mission school fifty miles out in the bush from Cape Town. Two years of the intense heat of the interior of Africa made him a nervous wreck, and, turning his mission school and all its equipment and appurtenances over to the Christian League, he returned to Scotland, as many friends believed, to die at his birthplace. That was in 1877.

In 1879 he had recovered his health in the cold northern climate, and his old-time zeal to alleviate the lot of barbarous people returned. Robert Louis Stevenson, who had been in San Francisco, met Mr. MacPherson one day in London and in the course of a dinner told of the savagery of the aborigines in Alaska. Mr. Stevenson had lodged in San Francisco with a sea Captain who had made a dozen voyages to Alaska and had observed the Eskimos along the coast. Races unacquainted with civilization had a peculiar fascination for Mr. Stevenson and he regretted that he had not robust health so that he could go and live among the Alaskan savages. Mr. MacPherson then and there resolved to go and spend his life in bringing the barbarous people out of their degradation. Four months later he was at Sitka, Alaska, with several thousand dollars' worth of supplies and means for missionary effort among a barbarous people.

Some whalers had told him that the inhabitants of Cape Pierce, up on Behring Sea, were probably the most uncivilized and degraded people in all that region, and Mr. MacPherson resolved to go there and start upon his missionary labors. Mahlon W. Bowers, United States Commissioner in Alaska, did all he could to prevail upon the young Scotchman to abandon his idea. A dozen men in Sitka, who had been on voyages up Behring Sea, urged Mr. MacPherson to keep away from Cape Pierce because the natives there would surely kill him and possibly eat him. They said that no more intractable, worthless race lived than the Innuits, or Eskimos, of the coast along Behring Sea. They told of how all the whaling crews went ashore armed and watchful when they had trading to do with the savages of that region, and of narrow escapes that even the hardy whalers had at Cape Pierce. Nevertheless, Mr. MacPherson was determined to make at least an effort among the Innuits. The first whaling vessel that came to Sitka on its annual voyage to the north carried the missionary up the coast to Cape Pierce. When the boxes of provisions, Bibles, pamphlets, clothing and household articles were landed on the shore at Cape Pierce, the whole population came down to the water's edge. Nothing like that had ever been seen there. With many misgivings, and almost fearful warnings the sailors bade the Scotchman fare well, and sailed away to the north. They expected that he would be slain in less than a week.

It was August, and the spectacle that Mr. MacPherson looked upon was disheartening. Two score great, clumsy, black war canoes were hauled up on the shore and covered with bark to protect them from the weather. Rude tents of ancient skins and discarded sail canvas and eaves dug in the earth cliffs were the homes of the swarthy population. Bones of walrus and forest animals littered the shore, and here and there were bones of human beings who had actually been eaten in former years. Half nude men and women, cold though the air was then, ran about the beach. A more foul-smelling and uninviting assem-

125,000 for the settlement. Of course, the man who had suggested the plan was the best to carry it out, and in forty-eight hours Sheldon Jackson



At Alaska Geographical Society Meeting, Tacoma Chamber of Commerce and Board of Trade Rooms, Friday Evening, Nov. 24, 1899. ❁ A Free Lecture of very great Geographical and Commercial Importance. ❁ "The Pacific Cables," a critical and comparative study of Routes and Costs. ❁ By Harrington Emerson, M. A., M. E.

Alaska Geographical Society

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HONORABLE JOHN L. WILSON.

FROM GOVERNOR BRADY.

Sitka, Alaska, Dec. 24, 1898.

Arthur C. Jackson, President—Sir: Well may Prof. Davidson say that "the Alaska Geographical Society has unique opportunities for doing much good work."

The vast area of unexplored territory within the borders of Alaska, the magnificent results which will follow the development of its mineral and agricultural resources make Alaska an unrivaled field for geographical research and discovery, and your Society worthy of hearty encouragement and support.

JOHN G. BRADY,
Governor of Alaska.

Alaska Geographical Society

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The objects of this Society shall be; to encourage Geographical exploration and discovery; to disseminate Geographical information, by discussion, lectures and publications; to establish in such cities a may be deemed advisable, for the benefit of commerce, navigation and the great industrial, educational and material interests of Alaska and the Islands and countries of the Pacific, headquarters and museums where the most recent and accurate information can be obtained relating to every part of the world; to accumulate a library of the best books on Geography, History and Statistics; to make a collection of the best Maps, Charts and Photographs, and to carry on correspondence with Societies and Individuals whose work includes or is connected with Geography.

Both Ladies and Gentlemen may become Fellows of the Society.

(From Constitution as amended Oct. 23, 1899.)

There shall be no Entrance Fee. Fellows accepted during the year 1899 shall pay for such year and each year thereafter an annual due of one dollar, or compound for life upon payment of ten dollars for a Life Fellowship.

Fellows accepted during the year 1900 shall pay for such year and each year thereafter a semi-annual due of one dollar, or compound for life upon payment of twenty dollars for a Life Fellowship.

Fellows accepted after December 31st, 1900, shall pay an annual due of five dollars, or compound for life upon payment of one hundred dollars for a Life Fellowship.

FROM THE GOVERNOR-GENERAL OF CANADA.

Ottawa, Dec. 13, 1898.

Arthur C. Jackson, President—Sir: I am desired by his excellency the Governor-General to acknowledge the receipt of your letter of the 6th inst., in which you are good enough to inform him that the Alaska Geographical Society has elected him an Honorary President of that body.

His excellency requests me to say in reply that he is extremely sensible of the honor thus done to him, and to ask you to convey to the members of the organization his thanks and his acceptance of the office.

I am, sir, your obedient servant,

L. G. DRUMMOND, Major,
Governor-General's Secretary.

Success From the First

FROM SEATTLE POST-INTELLIGENCER.

The Alaska Geographical Society has achieved a remarkable success in a very short time, having formally organized October 23, 1898, and now numbering more than 500 members, including many college presidents and scientific men of national and international reputation.

Of the many letters of commendation which have been received, the following are indicative of the hearty support which the Society is receiving from all who take an interest in the industrial, educational and material interests of Alaska and the Northwest:

FROM NATIONAL RED CROSS.

Washington, Dec. 2, 1898.

Arthur Jackson, President, etc.: I have great pleasure in acknowledging your kind letter in which you notify me of the honor paid me in my election as an Honorary Vice-President of your Society, and you have my sincere gratitude with the hope that your Society may become one of the most famous in the world. If I can be of service to the Society in my travels, pray command me.

With kindly greetings, I am, very cordially yours,

CLARA BARTON.

FROM ADMIRAL DEWEY.

Flagship Olympia, Manila, P. I., Jan. 17, '99.

Arthur C. Jackson,

President Alaska Geographical Society:

Dear Sir: I have the honor to acknowledge the receipt of your letter of Nov. 30th, informing me of my election as an Honorary President of the Alaska Geographical Society.

I am most sensible of the honor which the Society has done me, and hope you will have the kindness to express to the members my gratitude and appreciation.

Thanking you personally for the trouble you have taken in the matter, I am,

Very sincerely,

GEORGE DEWEY.

FROM WOMAN'S CHRISTIAN TEMPERANCE UNION.

Portland, Me., 6 Jan., 1899.

Arthur C. Jackson,

President Alaska Geographical Society,

Seattle, Wash.:

Dear Sir: Your valued communication at hand.

I deeply appreciate the honor conferred upon me by the Alaska Geographical Society, and I gratefully accept the position offered me as an Honorary Vice President of that organization.

We are looking forward with great pleasure to our next National Convention, which is to meet in your splendid city.

It is refreshing indeed to know that you believe what I know to be true, that prohibition can be as effectively enforced as any law if right measures are taken to that end.

Again thanking you for your letter and all that it contains of kindness and good will, I am,

Very sincerely yours,

LILLIAN M. N. STEVENS.

children. Under the influence of a powerful decoction that the whalers and furs had exchanged for walrus oil. But this spectacle only strengthened Mr. MacPherson's determination to be a missionary amid this degradation. By signs and the showing of silver pieces the young Scotchman got several of the more promising looking Innuits to carry his merchandise to a spot in the woods a half mile inland. In countless ways he showed the savages who came daily, when sober, and stared at him from a safe distance, that he was armed and knew how to defend himself. While he lived in a tent he paid several of the savages every day to guard his place and person.

One day during his first fortnight at Cape Pierce he was horrified to see a dozen men dragging a nude young woman from the seashore, up the narrow passageway, to the uppermost part of the cliffs along the coast. The woman was screaming and moaning and the men were beating her at every step. At the top of the cliff the woman's hands were bound and she was pushed headlong over the cliff to fall some 100 feet below on the rocks. Mr. MacPherson subsequently learned that she had been accused of witchcraft and of having caused several dogs to die by her occult powers. Almost every month during the first two years that the missionary was at Cape Pierce, some one—generally a woman—was put to death for trivial reasons. Several times there was reason to believe the flesh of the victim was secretly gathered and eaten, but Mr. MacPherson never cared to investigate the subject. There was not the least knowledge of marriage vows and obligations. Children were taught to steal and were only punished by their mothers when they were caught at it. Dreadful cruelties for witchcraft were inflicted. A little seven-year-old girl was beaten with clubs and starved for several days at a time to get the "black spirit" out of her.

The Scotch missionary had learned in South Africa many means of communicating with the savages by signs. By holding up a coin he generally got the more intelligent Innuits to do as he wished. A lad of 17 years was induced by a reward to come daily within the strange white man's stockade and repeat the names of common objects in the native language. In a week Mr. MacPherson had a vocabulary of 100 words. Meanwhile he demonstrated that he meant to be a good friend to the Innuits. In a few weeks word went forth among the tribes up and down the coast that a new white man was there, and that he gave away valuable things, and especially that he had a new God, about whom he wished to tell all the Innuits. Some of the older and more suspicious natives were angry at this, but even the most drunken were curious to know what it all meant. When winter came on and the last of the *modika* (whiskey) which the traders and whalers had left there had been drunk, the missionary had learned enough of the native tongue to settle down to the active work of teaching the savages. He found the boys in the tribe the best material to work upon. With their help and by means of gifts of clothing and bits of money he got a crude log house built. The chinks were stopped with mud and the door was so low that one had to bend low to enter. That was the first building in Cape Pierce, nineteen years ago. It was the home of the white man and was a school for the natives. The curiosity of the people for more than 100 miles around was aroused by the white man's wonderful log house, and before the summer of 1880 even the old men wanted to learn the white man's talk and the way the white people lived.

There were more than twenty boys in the school that year. When the whalers went up the coast and traded whiskey and sugar with the Innuits, there was another season of drunken debauchery and a relapse into savage ways, but the missionary, by strenuous efforts, kept the school of boys intact all summer. With the return of winter and the disappearance of the last drop of bad whiskey, the men and women renewed their interest in the school. The schoolhouse was enlarged the next year, and the savages, having become used to the comfort of the log house, began building houses for their own occupancy. The chief of the settlement had a large cabin built near the school, and he became the firm friend of the missionary because of the latter's labor and interest in the structure.

When Mr. MacPherson had learned the Innuitt language he set about getting up text books. For months he patiently printed with a pen simple stories in the native tongue to teach his pupils how to read. He got from some Russian whalers text books in Russian, and those were great aids in teaching the people, who already knew many Russian words. But the chief lessons were in the line of morality and industry. The old people in the tribe became sullen many times at the teachings of the white man and the upsetting of all their cherished ideas. Once he was called to the door of his log cabin on a dark night and was knocked down with a club and left for dead. Several times he was warned by a faithful friend not to go about out of doors alone, for there was a plot to throw him from the cliff, and thrice attempts were made to poison him.

The discouraging work of slowly leading the Innuits of Cape Pierce into the ways of civilized people went constantly forward. The youths in the school were urged to abstain from the use of the intoxicating decoction of molasses and alcohol that the whalers and traders left there in exchange for Eskimo products every summer. By promise of pecuniary reward the older men were gradually induced to abstain from the fiery drink for a whole season. The missionary's medicine chest proved a wonder in dispelling the superstition and witchcraft regarding illness and disease. Several cures of savages who had

region. In the summer of 1884 a young man, David Wisner of Toronto, Canada, came and added his private fortune and his efforts to Mr. MacPherson's. From that time the missionary movement went forward fast. In the summer of 1884 the whalers and traders were induced to trade with the Indians in provisions, such as hams, bacon, flour, raisins, &c., and not the ingredients for intoxicants. The drunkenness, which had begun annually with the opening of navigation in Behring Sea, was much diminished from that time forth, although some of the old men and women in the settlement were so angry at being deprived of their summer debauchery that they plotted the assassination of the missionaries.

Mr. MacPherson has from the first taught lessons in cleanliness in person and habitation at Cape Pierce. It has been a hard struggle, for the Innuits have from prehistoric times been about as filthy a race as lives. In the first years that the Scotch missionary was there it was common for a family of parents and a dozen children and grandchildren to live in one hovel or dugout in the cliff. A walrus would be hauled from the water into the low, foul habitation and be cooked by a fire on the floor, part of the body each day, until all but the bones and hard flesh were consumed. The bones would then be pushed aside and a new walrus carcass cooked there, while the smell of putrid flesh and foul bones filled the air day and night. Now every family in Cape Pierce lives in a wooden habitation, and the cleanliness there will compare favorably with that of any reclaimed race. The Innuits have been taught to wear better clothing, and nowadays the traders who sail up into Behring Sea every summer take along cheap trousers, coats and gowns for trading with the Innuits. Twenty years ago old Chief Mathajuk lived in a dugout with several wives. He has now a 40x20 cabin, with four rooms, glass windows and dirt floors. It is a model of cleanliness. He has let three of his wives go, and was formally married to the wife he retained. He employs men to fish and hunt for him, and he has developed into a sagacious trader and is teaching lessons of thrift and temperance among his fellow countrymen.

Mr. MacPherson has been laying the groundwork only for teaching Christian doctrines. He has never yet tried to teach the meaning of baptism, the sacrament of communion and church offices. That instruction is to come in later years. It has been enough to teach the fundamentals of civilization to so degraded a people. He has shown the Innuits how to be self-supporting, how to provide for the winter season when there is no one to buy their furs and fish, how to make an agreeable home, how to wash, at least, their faces, and how cleanliness keeps them in better health. When he went to Cape Pierce there were not a dozen blankets in the settlement. Now there are not only a great many clean blankets, but some pretty good beds as well. Tables, stoves, and crockery dishes have in the last few years become the fashion at Cape Pierce, and in a few years more there will be window curtains and wooden floors. A store, kept by a bright native from Sitka, has been doing a good business at Cape Pierce, and since 1893 has twice been enlarged.

New York Tribune

A YEAR'S WORK OF THE INTERIOR DEPARTMENT REVIEWED.

Nov 25, 1898

PROGRESS MADE BY THE INDIANS—THE CHIP-

PEWA OUTBREAK—PUBLIC LANDS, PENSION,

EDUCATIONAL AND TERRITORIAL AFFAIRS.

Washington, Nov. 24.—The annual report of Cornelius N. Bliss, the Secretary of the Interior, which was made public to-night, reviews in detail pension, Indian, land, patent, educational and territorial affairs. In regard to the gradual diminution of public-land area, Secretary Bliss says, of three hundred and odd million acres of desert land requiring irrigation to render them valuable farming lands, the available water supply is sufficient for only 71,500,000 acres, leaving 260,678,000 acres suitable only for grazing purposes. There are thirty forest reservations, embracing an estimated area of 40,719,474 acres.

The advance along educational lines is shown by an increase of over a quarter of a million of school pupils in the United States for the fiscal year 1896-1897 over the previous year, but yet the total average amount of schooling per individual for the whole United States measured by the present standard does not quite equal five years of two hundred days each for each inhabitant. The total number of school pupils in the country, in elementary public and private schools, colleges, universities, high schools and academies, is put at 16,255,003.

The reindeer and their Lapland drivers in Alaska have largely passed into the service of the Post-office Department, and are now distributed for carrying the mail up and down the valley of the Yukon through a thousand miles of scattered min-

missioner Longs) for the construction of a new transcontinental trunk line from Kansas City to San Diego by the Government.

AFFAIRS IN ALASKA.

Secretary Bliss, summing up the report of Governor Brady of Alaska, calls attention to the difficulty of preventing the smuggling of liquor into the Territory, it being impossible to enforce present regulations without a fleet of revenue cutters and steam launches to patrol the tortuous channels of Southeastern Alaskan waters. Smuggling prevails and saloons are open in all the towns and mining camps. The Governor reports a consensus of opinion in favor of a stringent high-license law, which would tend to stamp out smuggling and liquor-selling to the natives. The application to Alaska of the liquor laws in force in the District of Columbia, with several minor modifications, is urged. The Governor believes that Alaska should and can pay revenue into the United States Treasury. Under a high-license law he estimates that the liquor traffic would yield an annual revenue of not less than \$200,000; a tax of a few cents on a case of salmon would produce from \$35,000 to \$50,000; 10 cents a ton on wharfage collected in the last year would have yielded \$100,000. He recommends, however, that any system of taxation for the Territory be deferred until land laws shall have been provided. Many sections of Alaska, it is shown, are suitable for agricultural purposes. With proper care cattle can be raised in the milder districts. It cannot be doubted that in the course of time vast herds of reindeer will cover the plains of Northern Alaska, and a few thousands of dollars spent now in helping the Esquimaux to obtain herds will save the expenditure of many thousands in the future.

The fur seal are doomed to extinction unless all pelagic sealing can be stopped. The branding of female seals has proved a success. The brands render the pelts valueless, and show that the United States has a property right to the animal. The raising of blue foxes is becoming an important industry. The hunting of the sea otter has been so unremitting that few are now left. The Governor recommends that the killing of them be prohibited for a long time.

Representation in Congress for the citizens of Alaska is strongly urged. The last year has been one of great progress in mining operations. Many Americans who located claims in the Northwest Territory have abandoned them and have settled on the Alaskan side of the international boundary line, where a new town, Eagle City, has sprung up. There has been great development in quartz mining in Southeast Alaska and along the coast as far as Oonahaska. Coal has been discovered near the Upper Yukon, the Tanana and on Prince William Sound. Public buildings at Sitka are urgently needed for the accommodation of the officials. It is recommended that Congress appropriate \$110,000 for the erection of a penitentiary and other buildings. An appropriation of \$60,000 for the education of children in Alaska is earnestly recommended. Attention is called to the fact that the rapid increase in the number of vessels plying in Alaskan waters calls for the erection of many lighthouses. Other recommendations include monthly mail service between Sitka and Oonahaska, cable connection between the United States and Alaska, enlargement of administrative authority and extension of the land laws at least to the settled portions. The other territorial reports all show material progress and urge immediate recognition as States.

SAVING THE SEALS

Efforts That Have Been Made to Pre-

serve the Herds.

WHAT BRANDING HAS ACCOMPLISHED

This Season's Catch Was the Smallest in Many Years.

ARTIFICIAL ROOKERIES

Special Correspondence of The Evening Star.

FORT COLLINS, Col., November 20, 1898.

One man's originality has done more to settle the sealing question that has vexed four nations for forty years than any other one thing. And this man was neither a diplomat nor a great international lawyer—he was simply a special agent for the United States Treasury Department, who went quietly to Alaska and lived there for ten years, until he had solved the problem.

His remedy was as astonishingly simple as it was original. He suggested ruining the skins of breeding wild seals by branding, thus making them valueless to the pelagic fishers, and so much

trouble and loss along the Canadian coast. When he proposed this plan to the government—this and the idea of fencing in wild seals—it was rejected at first with scorn. Later it was accepted and since it has been put in practice the conscientious pelagic sealers have been put to it to make a living.

Just recently Joseph Murray, who was this quiet but most important factor in the seal question, returned to his home in Fort Collins, Col., after ten years in Alaska. He brought his report with him, but before he could present it he was suddenly stricken with paralysis and died on October 4.

Sealing at a Low Ebb.

A few days previous to his decease he favored the writer with two interviews and talked quite freely upon the subject of the seal fisheries. Seal fishing, he said, was at its lowest ebb since 1834. This year, on St. Paul and St. George Islands, composing the Pribiloff group in Bering sea, and upon which are located the only American seal rookeries of any moment, there were killed 15,000 seals. Last year there were killed on these islands 30,000 seals. During the ten years between 1879 and 1889 there were killed annually on an average of 100,000 seals. This year Russia and Japan, the only two countries besides the United States owning seal rookeries, killed only 30,000 seals; so that the entire seal crop of the world this year is less than one-half that of the United States ten years ago. This refers, of course, to the legitimate seal fishing.

Pelagic seal fishing is still practiced, although having suffered great diminution from the regulations enforced by the United States as to open sea sealing and the methods adopted for the preservation of our seal herds upon the Pribiloff Islands. It is estimated by those best able to judge that since pelagic sealing began more than 600,000 seals have been taken from the open sea in Bering sea and the North Pacific ocean. This means that 400,000 breeding female seals have been killed, that 300,000 pup seals have starved to death because their mothers were killed and that 400,000 pup seals yet unborn were destroyed. In view of these facts it is not difficult to detect the cause of the large falling off in the annual seal product.

Proposed Branding.

And there is but little doubt that the entire American fisheries would have been depleted had not some means been adopted to stem the tide of pelagic slaughter. And so rapacious have been the pelagic sealers that our government has even contemplated the killing of all of our herds in order to circumvent the conscienceless marauders of the north seas. But humane scruples intervened, and no such extreme measures have been resorted to. Various methods however, were adopted by our government by which the herds, although terribly decimated, have been kept intact and a sufficient number of seals remain, if properly protected, to perpetuate the species. The first step taken toward conserving the herds was the annual branding of the female seals. This experiment was suggested to Mr. Murray's mind by the custom in vogue in Colorado and other states of the west of branding cattle, with which he was well acquainted. The purpose to be attained was to make the skins of the female seals valueless for commercial uses, and thus render the animals immune from the ravages of the pelagic sealers. The idea was received by the higher authorities with but little favor at first, but consent was finally given to have the experiment tried. Those opposing it expressed a fear that if the branding did not absolutely destroy the life of the seal, it would impair its reproductive faculties. The experiment was first tried upon adult seals. A full-grown seal with a pup at her side was first to be branded, and the iron was brought to a white heat and the animal branded to the very quick, yet but little pain was manifested by the seal, and as soon as the operation was done the old seal went to her pup and calmly nursed it. After some 350 adult female seals had been branded, the branding was confined to pup seals between the age of three and four months. The entire back of the animal, from hip to shoulder, is gridironed with deeply burned scars, so that the skin is rendered absolutely valueless for the manufacture of furs, and the animal is left to breed by the open-sea sealers.

Herding Seals Like Cattle.

The special agent then directed his efforts to the preservation of the male seals. The open or pelagic season under the present international agreement between the United States and Great Britain extends from the 1st of August until the 1st of October. This meant face to face, male

the rookeries. The breeding females are caring for their young, the breeding males, or bulls, have charge of their harems, while the non-breeding males or "bachelors" are compelled by the bulls to herd by themselves. The males take little or no food during this season, while the females are obliged to go to sea daily to obtain food in order properly to nourish their young. Scattered over the seal islands are numerous lakes and lagoons, connecting with the sea by means of narrow inlets, through which these smaller bodies of water are supplied with fresh water by the action of two tides daily. From San Francisco the special agent had transported a large quantity of wire netting with which he fenced these lakes and lagoons about, leaving openings through which the seals could be driven and which could be closed by means of gates. The bachelor seals were driven into these inclosures about the 1st of August and kept until the 1st of October, and having plenty of fresh water to disport in and by nature requiring no food, were kept in good condition until the open season had expired, when they were let out and allowed to frequent the open sea again. These methods have been so effective in their results that the pelagic sealers have become well-nigh discouraged and offer to give up the business providing the government will reimburse them for the cost of their vessels and outfits. This our government would be willing to do, it is said, were the government of Great Britain to guarantee that pelagic sealing by any of its subjects should forever be abandoned.

Artificial Rookeries.

A very careful investigation was made of the seal rookeries of the United States and Russia by a joint commission of the United States, Great Britain and Canada in 1896, to ascertain their true condition and to study the habits of the fur seal. The commission in behalf of the United States was in charge of David Starr Jordan, president of Leland Stanford, jr., University of California. Another member of the commission for the United States was Dr. Lucas of the United States National Museum, who made a careful investigation of diseases of the seal. Dr. Lucas found that the death of many seals was caused by the prevalence of a minute worm in the intestines of the animal. No direct remedy could be devised, but it was found that those seals living upon rookeries that were well supplied with rocks were nearly free from the trouble. So, at the expense of much time and labor, the special agent caused to be broken up and hauled from the adjoining bluffs large quantities of rock, which were scattered over those rookeries which had hitherto been nothing less than beds of almost pure sea sand. And in proof of the correctness of the hypothesis set up by the investigators, the health of the herds frequenting these sandy rookeries began at once to be improved, and the disease has been very nearly eradicated.

By the way, the results of the labors of this commission as regards the subject of pelagic sealing embodied in a carefully-prepared report are now before the joint high commission, composed of representatives of the United States, Great Britain and Canada, which is in session in the last named country, and it is expected that action will be taken whereby the vexed question of the seal fisheries, which has for so many years been a subject of contention between the United States and Great Britain, and threatening at times to involve the two nations in open hostilities, will be settled for a long time to come.

TRAFFIC IN THE YUKON

Washington Post

No Longer a Perilous Journey
Into the Unknown.

Dec 18, 1898

UNCLE SAM'S OFFICIAL SURVEY

Account of the Important Work Accomplished by the United States Coast Survey Expedition to Alaska—Delta of the Yukon Thoroughly Mapped Out and the Different Channels Sounded and Defined—Need of Dock for Deep-Sea Ships.

A trip to the Yukon is inherent to be of the Continent.

The United States government, realizing that the rush to the Klondyke is destined to be greater than ever next spring, has taken pains to survey the hitherto but partly known northwest territory. The expedition sent forth from Washington has surveyed all the most important sections of the new gold country, has noted the danger spots on the coast, the course of the channels most suitable for steamboat travel, and has marked on carefully-prepared maps the result of the work. So many conflicting statements have appeared concerning this important gold-mining district that Supt. Fitchett has been induced at last to clear up all mysteries by writing the official account that follows:

The object of the expedition to Alaska was for the following purposes: To examine the delta of the Yukon for the purpose of finding out the depth of water in front of it, and also on the bars, which are of great extent. These required the execution of a scheme of triangulation upon which the required topography was based. The channel of the Aphoon mouth of the Yukon River was surveyed and mapped. This channel is the one usually taken by steamboats going up the river from the port of St. Michael. The Kusilvak mouth of the river was examined at the same time, and a latitude and longitude station was established well inside the coast line.

Channels of the Yukon.

The results obtained: It appears certain, from information derived from this survey, that the Kusilvak is the deepest of the mouths of the river. One of the most important facts brought out was that the Kusilvak mouth is really about twenty-five miles farther northwest than was heretofore supposed. It can be stated that there are eight feet of water at low tide at its entrance, while in the Aphoon mouth only two feet at low tide can be carried. It appears that the shallowest water at the Kusilvak mouth on the bar is from three to six miles off shore. The eight-foot channel is very crooked, and difficult to follow, and the lead must be continually employed when making the entrance. Buoys appear impracticable on account of the outflow of ice each year, which not only would carry away the buoys but also change the channel itself. Between high and low water in front of the delta hundreds of square miles of mud are to be found.

The Kusilvak channel extends very nearly parallel with the shore until about half way to the Krynliak, when it turns seaward, and when beyond the sight of land spreads out into a bar, with from six to eight feet of water at low tide. The flats are irregular, with blind pockets, &c. The shores in the vicinity of Kusilvak mouth are about twenty-five miles further out into Bering Sea than indicated on the published charts. In round numbers this difference includes an area of about 2,500 square miles. The highlands of Cape Dyer were almost obscured by clouds, but it would seem that its present longitude will not be much changed, whereas there is a possibility of placing its latitude more to the southward.

There is about two feet of water on the bar at the Aphoon channel entrance at mean low water, and inside of it quite an intricate channel. The proposed chart of this locality should be sent to St. Michael by next season's coast survey party, whose very first duties should be to re-examine for changes and thoroughly buoy out this channel, as the ice will carry off buoys left this year; to determine and then mark the buoys on their charts and turn them over for general distribution.

Perils of River Traffic.

The up-river traffic for the coming season will be, as heretofore, deep-sea craft to St. Michael, transfer to river steamers, which will go via the Aphoon channel.

This entrance is the worst one to contend with and has only about two feet on the bar at mean low water, and is rather intricate. Its advantage is that river boats can be in sight of land all the way from St. Michael to the entrance, the only really dangerous position being in rounding St. Michael Island, a distance of about twelve miles in northern water; whereas the Kusilvak, although having sufficient water, has the very serious disadvantage of being so far off shore that no natural landmarks can be used in finding it.

who had suggested the plan was later to it out, and in forty-eight hours Sheldon Jackson

miles less than from St. Michael to the Aphoon entrance, and even if the Kysilvak could be as easily found, this small difference in distance would not be sufficient to change the routes of the older transportation companies that have costly warehouse facilities at St. Michael. It is now a foregone conclusion that the passenger business of the Upper Yukon country is and will remain via the passes, while for a long time the bulk of the freight will go by way of the river's mouth.

There are now between sixty and seventy regular river steamers in the carrying business, and still freight was left behind at St. Michael when the season closed in.

Difficulties of Transfer.

The ocean traffic has been proportionate, there being as many as thirty deep-water vessels at anchor in St. Michael and Orange at a time, the average during the season being twenty. The greatest stumbling block in the St. Michael freight business is the transfer from ocean to river craft in an unprotected roadstead, the water depth being such that ocean vessels do not anchor within about two miles of the nearest shoal-water landings. Ocean vessels can be run on a comparative close schedule as to time, whereas the uncertainty of the time of arrival of the river boats due to getting aground, varying strength of currents, &c., varies at times as much as two weeks, and consequent delays to ocean vessels cause loss, sometimes an entire trip during the season.

If next year's examinations should develop the fact that somewhere in Scammon Bay the shores were bold enough to enable sea vessels to discharge at docks, then by artificially marking the Kusilvak entrance so that it could be readily found the cost of freight transportation could be sensibly lessened.

Besides the work at the mouth of the Yukon River a reconnaissance was made of the headwaters and passes of Lynn Canal. During the season material was obtained which will enable the office to map about 500 square miles. This was done by the photographic method, which has recently been employed in the survey with considerable success.

HENRY S. PRITCHETT,
Superintendent Coast and Geodetic Survey.

The Prolific Life of Alaska.

John Muir, who has summered and wintered the Alaskan lands, toward which all men's eyes and many men's feet are now turning, says, in the January "Atlantic": "Nowhere on my travels so far have I seen so much warmblooded rejoicing life as in this grand arctic reservation by so many regarded as desolate. Not only are there whales in abundance along the shores, and innumerable seals, walruses and white bears, but great herds of fat reindeer on the tundras, and wild sheep, foxes, hares, lemmings, whistling marmots and birds. Perhaps more birds are born here than in any other region of equal extent on the continent. Not only do strong-winged hawks, eagles and waterfowl, to whom the length of the continent is only a pleasant excursion, come up here every summer in great numbers, but also many short-winged warblers, thrushes and finches, to rear their young in safety, reinforce the plant bloom with their plumage, and sweeten the wilderness with song, flying all the way, some of them, from Florida, Mexico and Central America. In thus going so far north they are only going home, for they were born here, and only go south to spend the winter months as New Englanders go to Florida. Sweet-voiced troubadours, they

IN GOLDEN ALASKA.

A Glowing Account of Its Resources,

Dec. 25, 1898.

By a Pioneer of Experience and Character.

Precious Metal Pulled up with Grass Roots.

New Railroad to the Head of the Yukon.

Thriving Cities, and Facts About Climate and People.

MR. George A. Brackett, a well-known and much respected citizen of Minneapolis, Minn., who passed through Boston Friday, on his way to Washington, was called upon by a representative of The Boston Herald and asked to give the readers of this paper some information regarding his recent experiences in Alaska.

The request was made in knowledge of the fact that Mr. Brackett, beside being a man of high character, is shrewd and reliable in his business undertakings, is accustomed to meet the statements of the mining agent and the land speculator with the cold and searching scrutiny of an observer well versed in the ways of the world, and is thus one of the last to allow the natural enthusiasms of the traveller to color his judgments of men and things.

Mr. Brackett said he was glad of the opportunity The Herald had given him to tell what he had noticed in a country that deeply interests him.

I went to Alaska, Mr. Brackett began, 18 months ago, starting from Minneapolis. Why did I go? Well, you see, I had sent my son up there, thinking there might be some business for him. So I went myself, feeling considerable interest in Alaska, having seen the country 10 years before. When I got there I found that some gentlemen had looked over the White Pass, thinking it possible to build a wagon road there. I myself became interested, took hold of the matter, and succeeded, after four months of very hard work, with the aid of 400 men, in making such a road to the summit of the White Pass, thereby enabling people to take freight over it to Lake Bennett at 10 cents a pound, instead of the 50 or 60 cents that was paid during the great rush which began a year ago—that is, in last August, September and October.

But another thing also interested me. Last April Mr. C. E. Hawkins of Denver and Mr. Thomas Taneford of Eng-

land, two eminent engineers, came to look the country over in the interest of Close Bros. & Co. of Chicago, representing large English capital. They wanted to see if it were possible to build a railroad, and they were quite surprised to find a wagon road already in existence. Their decision was at once taken to build a road, and work upon it was immediately begun, a company being formed for the purpose, with Mr. S. H. Graves of Chicago as president, and Mr. C. E. Hawkins as chief engineer.

Mr. Graves is a go-ahead Englishman—in fact, they are all progressive men—and with an expenditure of from \$15,000 to \$18,000 they reached the White Pass with as complete a railroad as there is in the United States. It is 20 miles long, has a three-foot gauge, and is fitted with the best machinery that could be had.

As to the wagon road, I would add that, realizing that the railroad would supersede all other means of transportation, I made the best terms I could with them. They are now prepared to carry freight up to the summit, and will, by May or June, be running a railroad to Lake Bennett—a total distance of 43 miles—the freight rates being from four to six cents, instead of from 50 to 60 cents, a pound.

A railroad, continued Mr. Brackett, is a civilizer, and its power of developing a country has long been recognized. In the development of Alaska, a railroad is of the greatest value, from the fact that it leaves the tide water at the head of Lynn canal. At this point there is a 24-foot tide, and any steamboat, up to many thousands of tons, can land at any of the wharves there. At the end of the 43 miles of railroad we strike what is practically the head of the Yukon, where navigation commences, and you can take a steamboat at Bennett and go to St. Michael's, a distance of 3500 miles, and can traverse the various rivers. The result is that this little piece of railroad makes it possible to develop by far the larger part of Alaska.

From Bennett you go through Tagish lake into Atlin lake, where the

recent discoveries were made—discoveries which will prove as valuable as those made at Dawson. The "find" in Atlin lake was made in August last. Some 500 men are now wintering there, and at least 10,000 will go into that country during the months of February, March, April and May.

This country is a surprise to every one. The gold is distributed over a large section of the country, and in the various streams issuing from Pine creek and other bodies of water, covering 100 miles in extent. Many of our eastern people are in the habit of looking upon it as a frozen country, practically covered by snow and ice the winter round. On the contrary, it can be easily driven over in a carriage, or you can mount a horse and drive over it for 100 miles. It has as good bunch-grass as there is in Montana, with thousands of acres of wild currants, huckleberries and strawberries; with game in abundance, such as moose, caribou, mountain sheep, goats, deer, bear and the pin-tailed grouse tomakin. The season opens about May 1st, and closes the latter part of October. This gives ample time for the ordinary root crop grasses, etc.

The gold in these streams is found all the way from the surface to the bed rock, ranging from two to six feet deep. Men in whom I have great confidence have shown me gold that they have had washed, but which they had pulled up, adhering to grass roots, washed in the pan and taken out. This gold from the grass roots has yielded at the rate of 25 cents per pan. This, I must say, is not common, but my son visited the country and made an examination of all the creeks, in company with a very reliable foreman, and a doctor who went with him—Dr. Poe—a Philadelphia gentleman. With their own hands they washed out the pans, and found the gold to vary from 25 cents to \$1.50 a pan. They said that the average yield on the different creeks they prospected—opening them in the month of September and early in October—ranged from one ounce to three ounces per day's work, the price brought being \$18 and upward per ounce.

Mr. Brackett here produced two bags containing gold obtained on the occasions named. In one were the nuggets which the party had seen taken from Pine creek—some 50 or 60, of irregular shape, varying in size from nearly an inch to a third of an inch. The other bag contained gold dust in minute granules about the size of rough iron filings. The dust, Mr. Brackett explained, had been taken from grass roots by a laborer who worked for him, and from whom he had bought a claim. On this claim,

1898

the laborer informed him, his average findings were from one to three ounces a day. He gave me this bag, said the speaker, and the gold dust there in it is just as he took it from the ground.

So much, then, resumed Mr. Brackett, for the gold in Pine Creek. I may say of Dawson that no one estimates the quantity of gold yielded in the past year below \$15,000,000. The assays taken by Seattle men alone at that point have equalled \$6,500,000; and they have taken that amount since June 1. The balance has gone to Philadelphia, San Francisco and other points. So that, taking all these facts together, it was quite a surprise to me when I read, in an article headed "The Lesson of Alaska," published in the New York World of the 17th inst., that there were only a few placer mines in Alaska, that the salmon fishing was about at an end, that the timber would soon be all cut down and that thus it would be profitable for us to give Alaska away.

They stated in the article that Juneau and Sitka had a few white people, but that the Indians as a race were disappearing, and that it would be but a few years before they were gone, which would probably be the end of Alaska.

Sitka and Juneau are thriving cities. But we have another in which great improvements are being made. Starting up the coast, we come first to Matlakatla, a place which has had a wonderful history. The old Matlakatla on the British side was started 40 years ago by a missionary named Duncan. He went there as a missionary. He found the Indians a degraded set. They were slave owners, and many of the tribes were then cannibals. This one man took hold of the work. He located and built up old Matlakatla until he had 1000 Indians educated and carrying on various industries as machinists, blacksmiths, carpenters, etc., forming a thriving community. A difference arose between his work and the church of England in regard to his theory that the work should be unsectarian, and he was unable to get the title to his land. Ten years ago our government gave him a tract of land. His Indians followed him to it, and two weeks ago I landed there in a steamboat and found a thriving community of 1000 or more in existence, with only one white man among them, and that was Mr. Duncan.

They have a wharf at Matlakatla, two or three large warehouses, a sawmill, a blacksmith's shop, a machine shop, a large box factory, etc. They have piped the water from the mountains, and have carried it through their town. Their water system is perfect. They have trees planted and good sidewalks. The church will seat 500 people. It is artistically constructed, and was built by themselves. There is a good organ in it, a choir of 50 voices, the organ being played by an educated Indian girl.

That the community is up to date is shown by the fact that we were welcomed on our arrival by a brass and string band, which played for us while we were lying along the wharf. And all this has been accomplished on the American side within the past 10 years. The people of Matlakatla, let me add, do business on the co-operative plan. Every Indian, for example, has a right to take stock in the salmon fishing. When I was there I saw thousands of cases of salmon, while the boat on which we went to Seattle took on 1000 more cases. This industry is growing yearly.

Mr. Duncan told me of one old Indian who, when they distributed their dividend this fall of 15 per cent. on the stock, was asked if he wanted his dividend. His reply was: "No; I want more stock." He was then the owner of between \$2000 and \$3000 of stock, as was nearly every Indian in the colony.

I mention this as an illustration of what it is possible to do in our newly conquered country, the Philippines. If you can do this in Alaska—if you can make producers and consumers of a savage tribe of slave owners and cannibals in so short a time—what can you not do in the more favorable climate of the Philippines, whose populations can be more easily subdued than are the savages of the Northwest. Bear in mind, also, that there is not an Indian in that tribe who does not dress better than the average white man.

But let us pass on up the coast a little farther and land at Ketchikan, a thriving little town, where they carry on salmon fishing, as well as a large mining industry. From this we went a few miles farther. The whistle blew and we cast anchor. An intelligent Indian beckoned a schooner which came alongside our boat, and she put off 20 tons of his merchandise for his sawmill and trading post at this point.

Farther up the coast is Wrangell, where there are large wharves and 1500 more people—an intelligent community—with a company of the 14th infantry located in its midst. We go up Wrangell narrows, where our steamboat takes on 32,000 pounds of halibut from one little schooner, and there were six or seven

more anchored with their catch. Coming out of Wrangell narrows, we reach a large and beautiful glacier, which would be a sight for many of our eastern people. There was chipped off the ice that is packed with the halibut that goes to San Francisco and the eastern markets.

Our next stay is made at Juneau, before mentioned. Let me emphasize here the thriving town on Douglas island, where there is the largest stamping mill of the world, with a thousand stamps at work crushing quartz from an immense mountain, which it will take 50 years to turn into gold. There are about 3000 people at this point. An English syndicate, in connection with the Rothschilds, have seen fit to purchase the property, and have taken out from it immense wealth. There are other mills along the coast, working from 25 to 50 stamps, which I need not mention.

We wind our way up the Lynn canal, which is an inland sea, and we reach Skaguay, having passed, in the mean

while, at a distance of 14 miles, Haynes' Mission and Pyramid Harbor, the point where the celebrated Dalton trail starts for the interior. These two points form quite a large settlement. Much gold has been discovered there recently, and this makes the prospect very flattering there for the future. Having entered Skaguay harbor, we found a community of 6000 people, as energetic as there are anywhere.

They have city water works in Skaguay, the water being brought from a lake in the mountain 800 feet high. We can attach a hose there and throw a stream equal to that thrown by your best fire engines in Boston. The city has graded streets, lit by electricity. The people are most progressive.

All this will show our eastern friends that far-off Alaska is anything but a wilderness. Why, you can step from the steamboat on to the White Pass railroad, enter a fine passenger coach, and in 20 miles reach the White Pass. At a point three miles this side of it you can take in a scene as beautiful as can be viewed from any railroad in this or in the old country. You can look down through the grand canon 16 miles to tidewater, and have a view of

40 miles of the Lynn canal, making one of the grandest sights that eye ever saw.

The climate of the coast, moreover, is of the best. Seven below zero was as cold as we had it last winter at Skaguay. Sitka has about the same temperature as Washington, D. C. And at all the principal ports you can reach the soil produces vegetables as well as the soil of the New England towns. I was in the garden of Gov. Brady on

July 7, and we were picking green peas. There were lettuce, radishes and potatoes, well advanced; the various cresses were well matured. These things showed me that even from an agricultural point of view Alaska is going to make a wonderful stride.

Then, in going from Skaguay to Sitka, we pass the town of Kennesnu, an Indian town, in which they produce many thousands of barrels of oil from herring and cod. At this point they have a large salmon industry. I mention this and similar facts merely to show the growth of the various industries in this far-off country. Hundreds and thousands of cases of salmon—I think I

should be safe in going into the millions—are taken from various streams. At least 1,000,000 cases of salmon are shipped annually, and I don't see why the number should grow less in the future.

I may be regarded as an enthusiast, continued Mr. Brackett, but it has been my privilege to have a part in the movement from civilization westward from the year 1857 to the present time. I helped to entertain Mr. William H. Seward at the time he made his celebrated speech in St. Paul, and spoke in such glowing terms of the West and of that great northern country. Many of the papers supposed he had made a statement wild in the extreme, but I know that he did not exaggerate. I was in Minnesota when there was not an inch of railroad there. I was in Iowa and Wisconsin when they had scarcely begun to develop. I have seen the various lines of railroad throughout Wisconsin, Iowa, Minnesota, the Dakotas, Montana, Idaho and Washington develop and multiply until we now have tens of thousands of miles of road, and are realizing wealth untold from all these various states—from regions that in 1857 were inhabited by the Indians.

And when in 1867 Mr. Seward, in his wisdom, purchased Alaska, such conservative men as E. B. Washburn and others hammered him for more than a year before he could pay the \$7,000,000. That money has been returned many times over, and I predict for Alaska that in 25 years from now more wealth will have been produced in minerals alone from this region than has come from California in the whole period of her history.

Here Mr. Brackett told an incident of personal and somewhat pathetic interest. It was in 1869, he said, when the late Secretary Windom asked me to take Gov. Smith of Vermont, then president

of the Northern Pacific, with a party of eastern gentlemen, one of whom was J. Cook, the agent who was then contemplating the negotiation of the Northern Pacific bonds. I took them across the country, and it was on the strength of the report made by this delegation that Mr. Cook undertook to negotiate the bonds. Of the 15 gentlemen who went out in that party in 1869, all have passed away, your late esteemed friend and great friend, Charles Carlton Coffin being the last. He was my companion during that trip, and it makes me feel a little lonely to know that I am the last surviving member of that party.

But it would be a revelation, said Mr. Brackett, for many of your eastern men to note more carefully the progress of the West. The mineral in Montana and Washington, gold and silver, as yielded by them, will amount to \$5,000,000, and they have but just commenced. When the eastern irrigations are carried out, as they will be, the produce of these two states will be a surprise to the world. From well irrigated land they are producing today from 750 to 1000 bushels of wheat per acre—as good wheat as was ever used. The average is 40 bushels in Washington and Idaho. The fruit produced is beyond anything I can mention.

I could go into detail and show more of the possibilities of that western country, but I fear I have already talked too long. We out West would be glad to welcome some of those who are so sceptical regarding our conditions and possibilities. For I feel that the future development of that country will convince many a young man in the East that he has made a mistake by not looking more to the West, for it is the progressive eastern men who have been thus far instrumental in developing the western country. This may be a surprise to some who have an idea that the West is made up of a rough element, and that the Indians are likely to take their scalps when they go beyond St. Paul or Minneapolis. Yet every western town has its Yale, Princeton and Harvard graduates.

I was at Juneau a few days ago listening to the charge of the eminent Judge Johnson to the jurors that were to take up their work, and I look into the faces of 50 as bright and intelligent men as I ever saw on a jury in any eastern city. I saw an array of legal talent that would surprise you, and I listened to a charge to the jury as able as any I ever heard in any court in the East. This was in far off, worthless Alaska.

Mr. Brackett here brought his remarks to a close with an expression of his willingness to return to the subject whenever he could enlist the attention of The Herald or contribute information to its many readers.

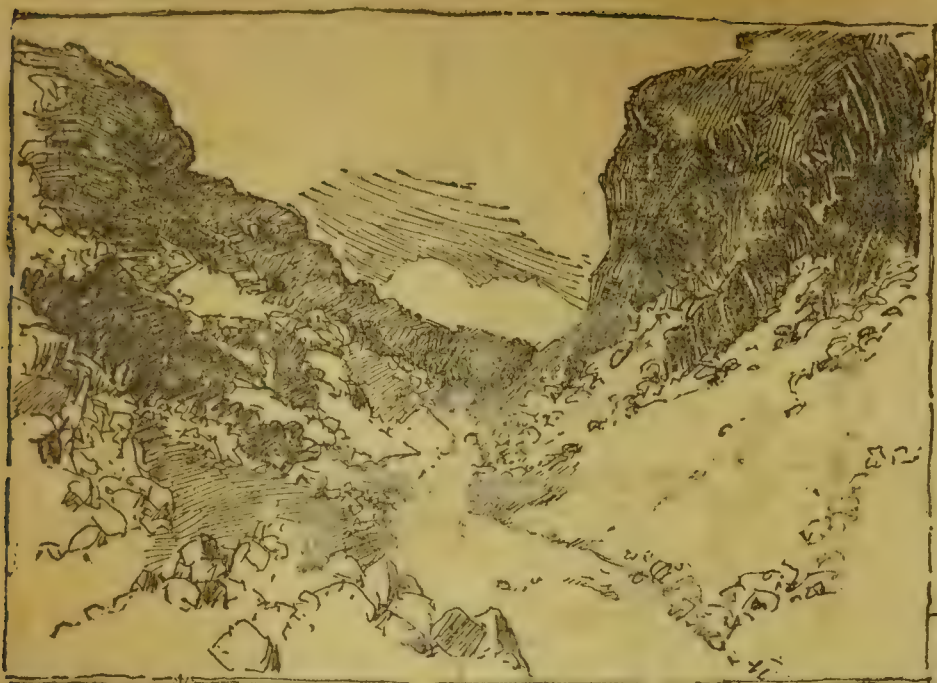


LENGTH OF GRASS ON THE SKAGWAY

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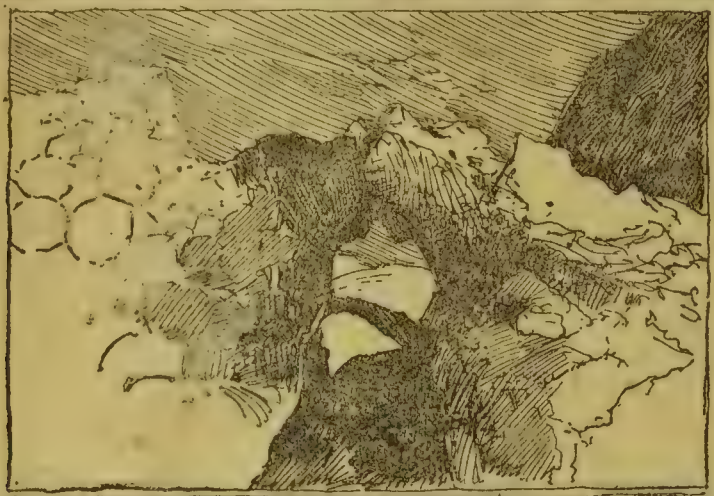
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WHITE PASS.



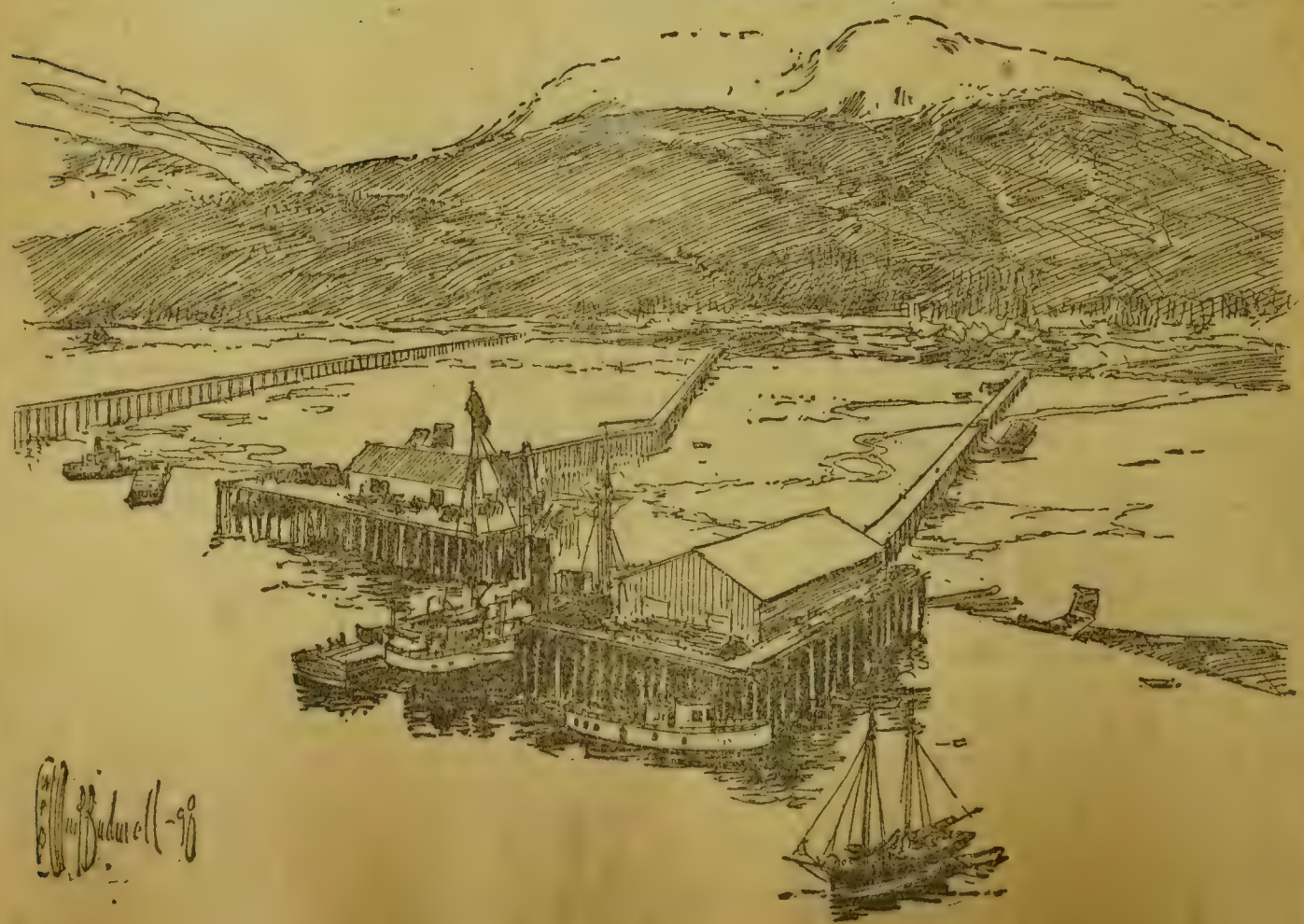
A BIT OF THE SKAGWAY RIVER.



THROUGH A GLACIER WINDOW.



PITCH-FORK FALLS.



SKAGWAY WHARVES, MARCH, 1898.



SKAGUAY FROM THE SUMMIT OF MT. DEWEY (3000 FEET).

Showing 40 Miles of Lynn Canal. Pyramid Harbor in Distance.

New York Evangelist

SHELDON JACKSON IN LAPLAND.

March 10, 1898

When the last General Assembly chose Sheldon Jackson for their Moderator, they builded better than they knew. He is not one of the Anaks that overawe other men by their gigantic stature. But he has some qualities that attract observers who look under the surface. Dr. Spinning put the case about right when he introduced a distinguished visitor in the person of the Apostle Paul, who, though he is in heaven, takes interest in what is going on in this world, and suddenly appeared in this "Assembly," not "of the just made perfect," but of those who, in this world of sin and sorrow, are trying to bring in the better day of righteousness and peace. His unexpected appearance, of course, created a sensation, and members of the Assembly, with their characteristic eagerness to do him honor, rushed forward to introduce him to President Harrison, who was a member of the Assembly, and John Wanamaker, and others bearing distinguished names. The Apostle, who was always the perfect gentleman, acknowledged their courtesy, but gently waved them aside, saying, "I will see them later, but just now I want to see Sheldon Jackson," and when they were brought face to face,

the Apostle said with a mixture of pleasure and surprise, "Why! you are not any bigger than I am!" These delightful touches carried the Assembly by storm, and in a few minutes Sheldon Jackson was on the platform, blushing and bowing at the same time, to the Assembly that had done him this unexpected honor.

Hardly was the Assembly over than its Moderator, as if frightened at what he had done, fled, as usual to the uttermost parts of the earth—to the Pacific Ocean, but not, as in former years, to Siberia and to the Arctic Circle, but to the Yukon, which is in the higher latitudes of North America what the Amazon and the Orinoco are in South America, and ascended it seventeen hundred miles, which brought him to Klondike, the centre of the gold region, to which emigrants are now flocking by thousands.

As he stood on the bank and looked around at the little cluster of tents and huts, and to the holes in the ground where the miners dug for gold in the day time, and curled up to sleep by night, he said to himself, What these people want is access to the outside world, from which they must receive the food they eat, and the clothes they put on, and every implement of industry. They cannot have fields waving with ripened harvests, nor even plant potatoes in this frozen earth. Everything they put into their mouths, or have to cover their bodies, except bear skins, must come from the inhabited parts of the Continent.

Some may say, Why not bring all supplies up the river? Yes, but the river is frozen over the greater part of the year. Next summer they may import the means of subsistence. But for many long and dreary months of bitter cold, they have been in imminent danger of perishing by famine. Everything had to be drawn for hundreds of miles over the mountains, and through the blinding snows, where many brave men perished by the way.

Seeing all this, Sheldon Jackson thought instantly of what he had done hundreds of miles farther North—in the Arctic Circle—by the introduction of reindeer from Siberia. Why not repeat the experiment here?

But Siberia is a long way off to send an expedition in the midst of winter! Yes, but Siberia is not the only country where there are herds of reindeer. On the other side of the Atlantic, in the most northern part of Norway, is frozen Lapland, the native country of the reindeer. Why not get a supply from there? Brooding over this as he walked up and down the deck of "the Bear" on her voyage back to San Francisco, he wrote a letter to the Secretary of War, suggesting this mode of relief. General Alger took at once to the idea, in which he was supported by Mr. Bliss, the Secretary of the Interior, and a bill was passed at once in Congress appropriating \$125,000 for the experiment. Of course the man who had suggested the plan was the best to carry it out, and in forty-eight hours Sheldon Jackson

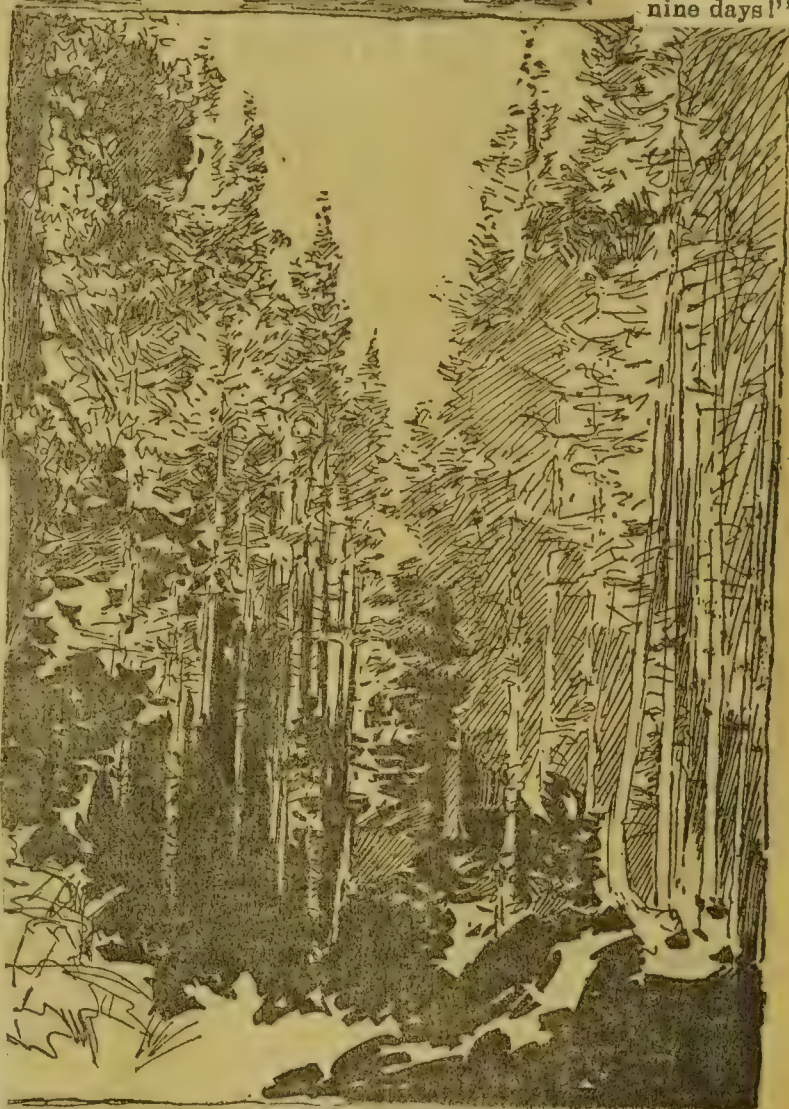


ON SUMMIT LAKE.

was on the *Lucania*, bound for England. He did not stop for pleasure. He did rest one day in London, but only because it was Sunday! As to the sights of "Babylon," what did he care about Westminster Abbey and the Houses of Parliament? To all these he said as St. Paul did about General Harrison, "I will see him later!" But for the moment he had rather see a few hundred reindeer flying over the snow to carry provisions to Klondike than to see Windsor Castle or the Tower of London! As fast as steamer could carry him, he was across the Channel, and racing through Holland and Denmark, and up the long stretch of Norway till he found himself once more in his beloved Arctic Circle, the land of the reindeer!

While passing through England, an agent of our Government had gone to Glasgow to engage a steamer to go to Norway to receive the precious cargo, when it should be gathered, while Dr. Jackson himself attended to the purchase of the deer. This was a matter to be conducted with care. It would not do to take any and every deer that might be found in the mountains. They must be trained to be harnessed and driven. For this he despatched seven experts in different directions to make purchases. So wide was the range of selection that these men went a hundred and twenty miles. They were not only to buy the deer, but to hire experienced Laps to drive them. All this required a great deal of bargaining, but at last all was settled, and not only were the men engaged, but whole families had to be taken, for the true hearted Laps would not leave their wives and children behind them. Such was the unique shipment that was to be brought to the port where the ship had arrived from Glasgow, and was waiting only for the Laps and the deer to embark on their voyage across the sea!

At this last moment the Lord put our good Doctor to a final test of faith—for there came the most tremendous blizzard he had ever seen! The air was filled with the blinding snow, and the winds howled around the little house where he sat and shivered, for nothing could withstand



TIMBER ON THE SKAGUAY.

that wintry blast. Of course it was hopeless to look for the Laps, who would have to cross high mountains, that were swept by winds, which seemed to come from the very North Pole itself! Dr. Jackson is never utterly downcast, but as he heard the storm gusts around him he did really wish that this blizzard would blow itself out, and in this mood he rose and walked to the window, where he scratched away the frost so as to peer out, when he saw something that seemed to be alive, and behold the Laps themselves—every man of them, with their wives and children—had come over the tops of the mountains, while the drivers were in high glee at their performance! And not only were the hardy men there, but the women too, and not the smallest chicken of a baby suffered from this wild baptism of sleet and snow!

Then to transfer the whole company of men, women and children, with a herd of 538 reindeer, was no light task. But in due time it was done, and all sailed away from the shores of dear old Lapland!

Now their troubles were over! Not quite! for they were still in high latitudes, as their course took them within a hundred miles of Iceland, and when they got thus far, it seemed as if all the wild forces of the frozen North came out against them. "Never, never," says Dr. Jackson, in all my voyages on the Pacific Ocean, did I see anything like it. How the tempest howled and the winds blew! Day or night there was little sleep. Only cat-naps, snatched in the lull of the storm."

"Oh, yes!" I said, as I heard the story, "I have been there: I have crossed all the oceans, and know what a storm at sea is. But there is always this satisfaction that the fiercer the tempest, the shorter it is, for it blows itself out! So, of course your storm off Iceland didn't last long!" "Oh, no," said the quiet Doctor, "only nine days!" I dropped the subject.

After all these storms on the land and the sea, the Lord *did* at last bring them to their desired haven, and the good ship entered the harbor of New York, with the loss of but one deer, and that not from the sea, but from fighting! for two deer that were in one pen on the deck, had a little "difference," and butted with heads and horns (what remained of them, for they were sawed off) one poor deer received his quietus, and was "rocked in the cradle of the deep," and sank in the waves. But all the rest were landed safely on the wharf in Jersey City, and put on board of a train specially provided for them, and are now on the other side of the Continent! where they will soon be flying over the snows of Alaska, giving transportation to the brave men who are now making their way over ice and snow to the region where they would be! All this is the result of the foresight and activity of one man! On the whole, I think we shall agree that if Saint Paul were to revisit this poor world of ours, he might be glad to take by the hand one who counts it his greatest privilege while here on earth, to follow, though it be at a great distance, such an example!

Rev Henry M. Field.

H. M. F.

THE LESSON OF ALASKA.

The favorite analogy of the imperialists to justify the annexation of the Philippines is found in Alaska. Here is a Territory, they say, which was acquired by purchase, which is not contiguous nor akin in population nor capable of self-government, and which we have owned for more than thirty years without granting it a Territorial form of government.

This is all true, though it deserves to be remembered that, if not contiguous, Alaska is a part of the continent. It was bought, furthermore, mainly as a commercial venture, with no thought of colonizing it—which climatic conditions forbid—nor any pretense of educating its degraded natives to become "sharers of our heritage," which was equally impossible.

Though the Territory was bought in 1867 it was not until 1884 that Congress provided any civil government. Alaska was then made a civil and judicial district, and the President was authorized to appoint a Governor. A district court and four commissioners who exercise the powers of justices of the peace according to the laws of Oregon complete the government. The people have no voice in it. In the absence of all legislative authority, the laws of Oregon, in so far as they are applicable and not in conflict with the laws of the United States, are extended over the district.

Yet now, after thirty years of possession, the experiment does not in its results afford any comfort to our globe-embracing expansionists.

When Alaska was annexed it had a population of about 32,000. Of these 12,000 were of the native Indian tribes, 18,000 were Esquimaux and Aleuts, descendants of the Mongolian races of Asia. There were about 2,000 Russian half-breeds and a few American traders and miners. The census of 1890 gave the population at 30,000, a loss of 2,000 in twenty-three years.

President Jordan of Stanford University, who visited the country in 1897 as a Government commissioner, says that the natives have become so reduced that "starvation is inevitable along the whole line of the southwestern coast." From Prince William's Sound to Attu, a distance of 1,800 miles, there is not a village save two where the people have any sure means of support. "Between arctic cold and San Francisco greed," says President Jordan, "these people, 1,165 in number, have no outlook save extermination."

The industries of the Territory, with the exception of mining, have no better than the people. The valuable sea otters, which formerly yielded \$500,000 a year in skins besides affording food to the natives, are practically exterminated. So are the sea lions, and the fur seals and the salmon are going the same way. "Under the present conditions," says President Jordan in an article in the Atlantic Monthly, "when the sea otters are destroyed, the fur-seal herd exterminated, the native tribes starved to death, the salmon rivers depopulated, the timber cut and the placer gold fields worked out, Alaska is to be thrown away like a sucked orange. There is no other possible end if we continue as we have begun. We are 'not in Alaska for our health,' and when we can no longer exploit it we may as well abandon it."

William J. Rotch, Lancaster, Am ship, 1,664 tons, San Francisco, Puget Sound.
William Renton, Hanson, Am schr, 377 tons, San Pedro, Ballard, March 2.
Wilna, Slater, Am bk, 1,369 tons, San Francisco, Seattle.

Tacoma Ledger VESSELS ENROUTE TO ALASKA. March 22, 98

The fleet of vessels bound to Alaska by way of Puget sound and British Columbia from Atlantic ports includes:
Abbie F. Morris, Tiller, Am schr, 77 tons, Boston, Alaska via San Francisco and Puget sound, Nov. 24.
Actaea, McCarthy, Am schr, 92 tons, New York, Alaska via San Francisco, Puget Sound, Feb. 1.
Abbie M. Deering, Teel, Am schr, 96 tons, Freeport, Nova Scotia, St. Michael via Puget Sound, Nov. 24.
Agate, Suttis, Am bk, 595 tons, New York, St. Michael, via Puget Sound.
Athenian, Chope, Br ss, 2,440 tons, Liverpool, Alaska via British Columbia, Feb. 14.
Bothnia, Warr, Br ss, 2,923 tons, Liverpool, St. Michael via San Francisco and Victoria.
Brixham, Durle, Am ss, 396 tons, New York, St. Michael via San Francisco and Puget sound, Sailed Jan. 13.
Carrie & Annie, Jones, Am schr, 95 tons, Boston, Alaska via Puget sound.
Catania, Wiese, Ger ss, 1,429 tons, New York, Alaska via British Columbia.
City of Columbia, Baker, Am ss, 1,285 tons, New York, Alaska via Puget sound, December 17.
Concord, McLeod, Am schr, 97 tons, Portsmouth, Yukon via San Francisco and Puget sound, Dec. 11.
Conemaugh, Broomhead, Am ss, 1,739 tons, New York, Alaska via San Francisco and Puget Sound, Feb. 23.
Elihu Thompson, Hansen, Am ss, 448 tons, Baltimore, Alaska, via Puget Sound, Feb. 14.
Flamborough, Scott, Br ss, 632 tons, New York, Alaska via British Columbia.
Frank A. Rackliff, —, Am schr, 99 tons, Boston, Alaska via Puget sound, Dec. 22.
Garrone, Pritchard, Br ss, 2,485 tons, London, St. Michael via British Columbia.
Harriet G. Wayland, Am brig, 188 tons, New York, St. Michael via San Francisco and Puget sound, Nov. 25.
H. H. Wright, Anderson, Am brig, 399 tons, Philadelphia, Alaska via Puget sound.
Illinois, Boggs, Am ss, 2,494 tons, Philadelphia, Alaska via San Francisco and Puget Sound, March 12.
Indiana, Thompson, Am ss, 2,484 tons, Philadelphia, Alaska, via San Francisco and Puget Sound.
John G. Whilldin, McArthur, Am schr, 49 tons, Jacksonville, Alaska via Puget Sound.
Jubilee, Br ss, 1,005 tons, from the Atlantic, to ply between Victoria and Skagway.
Julia E. Whalen, Hogland, Am schr, 96 tons, Boston, St. Michael via San Francisco and Puget sound, Oct. 13.
Laura, Hughes, Am ss, 899 tons, New York, Alaska via San Francisco and Puget Sound.
Leelanaw, Storrs, Am ss, 1,400 tons, New York, Alaska via Puget Sound.
Maunense, Higgs, Br ss, 972 tons, Liverpool, Alaska via British Columbia.
Morgan City, Leach, Am ss, 1,766 tons, New York, Alaska via Puget Sound Feb. 3.
Nellie Coleman, Ross, Am schr, 123 tons, Boston, St. Michael via Puget sound, Nov. 23.
Nellie G. Thurston, Douse, Am schr, 82 tons, New York, Cook Inlet via Puget sound, Oct. 12.
New Orleans, Betts, Am ss, 1,077 tons, New York, Alaska via Puget Sound.
Ohio, Boggs, Am ss, 2,252 tons, Philadelphia, Alaska, via San Francisco and Puget Sound, March 5.
Pennsylvania, Hannah, Am ss, 2,497 tons, Philadelphia, Alaska, via San Francisco and Puget Sound.
Polaris, McCarthy, Am schr, 95 tons, New York, Alaska via Puget Sound.
Reub L. Richardson, Murphy, Am schr, 92 tons, Boston, Alaska via San Francisco and Puget Sound, Feb. 5.
Roanoke, Kidston, Am ss, 1,656 tons, Baltimore, Alaska via San Francisco and Puget Sound.
Scythia, Pritchard, Br ss, 2,907 tons, Liverpool, St. Michael via San Francisco and Victoria.
South Portland, Seeley, Am ss, 423 tons, New York, Alaska via Puget sound.
Stowell Sherman, Cousins, Am schr, 88 tons, Boston, St. Michael via San Francisco and Puget sound, Nov. 23.
Thomas F. Bayard, Anderson, Am schr, 67 tons, St. Michael, via San Francisco and Puget Sound, Jan. 25.
Thomas S. Nagus, McClure, Am schr, 63 tons, New Haven, St. Michael via Puget sound, Nov. 3.
Tartar, Morton, Br ss, 2,768 tons, Liverpool, Alaska, via British Columbia, Feb. 1.
Catherine Whiting, Eldridge, American steamer, 565 tons, New York, Puget Sound.

some of the exporters are temporarily out of the market. Those who are still buying do not seem anxious for business at quotations of 74c and 75c for Walla Walla,

est, up to \$5.25@5.50 for choice consignments; bulk, \$4.35@5.10; fancy beeves, \$5.60@5.85; exporters, \$4.85@5.10; stockers and feeders, \$3.20@4.70; best calves brought \$6.00@6.50.



TWENTIETH CENTURY OFFERING.

I promise to pay to the First

College of Alaska, \$

McCABE COLLEGE, Skagway.

Name,

Address,

Individuals have got rich out of Alaska, corporations and monopolies have waxed fat there, but the Government has not yet got back the \$7,200,000 which it paid Russia for this vast domain of 577,000 square miles, an area nearly one-fifth as large as the rest of the United States and a coast line as long as all the rest. "Outside the gold fields the permanent white population is practically confined to the coast, and only in two small villages, Juneau and Sitka, can homes in the American sense be said to exist." The entire interests of the Territory, outside of mining, are mainly in the hands of four great monopolies—the Alaska Commercial Company, the North American Commercial Company, the Alaska Packers' Association and the Pacific Steamer Whaling Company.

And yet the last national platform of the Republican party declared that "we believe the citizens of Alaska should have representation in the Congress of the United States!" Is this a precedent for the Philippines? Is this record of neglect, incompetence, cruelty, greed, corruption and failure—with the added menace of a war with England which for years existed—an incentive to a world-wide venture in imperialism?

A NEGLECTED DEPENDENCY.

Now that the United States is acquiring dependencies in the tropics, perhaps the great public interest aroused by the coming of a new era in the national life will lead to a better care of dependency of thirty-years standing that has been steadily neglected. Alaska is a region no less interesting in its associations than Porto Rico, for example, more comfortably accessible, and richer in natural wonders for the enjoyment of pleasure-seeking tourists. It has been part and parcel of the national domain for more than a generation, and has been in every way deserving of attention, but has not to this day been given a respectable civil government, and but for the Klondike discoveries still would be almost utterly ignored by Congress.

The House of Representatives lately has become sufficiently aroused to the necessities of the situation, in view of the sudden influx of inhabitants due to the mining excitement, to take up the important subject of a criminal code for the district. A satisfactory bill, including a local option high license system, was passed on Wednesday. Alaska, bear in mind, is not even a territory, but only a "district." But new regulations for criminal procedure and a new liquor law are not all that is needed in the way of modern civilized governmental institutions. Governor Brady has put in a plea for adequate courts, suitable appropriations for administrative purposes, and money for schools. Beyond this the district needs lighthouses, the extension of the public land system to the settled parts, better mail service, and fuller executive authority.

The mining laws of the United States are operative throughout Alaska, but the public lands have never been surveyed, no surveys have been ordered even, and the general land laws are not in force. Hence homesteads can not be acquired, and settled agriculture is out of the question—for, contrary to the general notion, perhaps, in which Alaska is looked upon as a barren land of ice in winter and mosquitoes in summer, many parts of the district along the coast are suitable for agriculture, and particularly for the raising of cattle. The mean annual temperature of Sitka is not very far from that of Troy.

The provision for education so far has been

much below the requirements of consistency, in view of the common school systems of the states and territories. The natives of Alaska mainly are self-supporting, and the youth are ready to adopt American ways. The national bureau of education hitherto has had \$30,000 annually for the maintenance of schools, but with the birth of new towns additional facilities are needed. Several salmon canneries already are in operation, and more are likely to come, while New England capital is beginning the development of other fishing industries with good success.

The best proof that Congress can give of ability to govern wisely dependencies in the East will be to establish and maintain wise government in those in the West. Hawaii will pretty much take care of itself. So will Alaska, as other territories have done, if given a fair chance. Possibly the beginning that has been made during the past week speedily will be followed up. The beginning is something. *Troy N. Budget Jan 15. 1899*

EDUCATION IN ALASKA.
Alaska Jan 21. 1899
The Sitka Industrial School. From Report of Commissioner of Education.

This largest of all the industrial schools in Alaska was established in 1880 by the board of home missions of the Presbyterian church. The buildings are admirably located on an elevation about 200 feet from high-water mark about midway between the town of Sitka and Indian river. An abundant supply of pure water is brought in pipes a distance of three-fourths of a mile. The water is forced to a height of 80 feet into a large tank by means of a force pump, and from this source all the buildings, including the hospital, are supplied. In connection with the school are eight "model cottages" where the married couples from the school begin housekeeping in "Boston style," as the natives express it.

LANGUAGE.—The children speedily acquire an English-speaking vocabulary when strictly prohibited from using their native dialects. For five years English has been the exclusive language of the school. Experience has removed all doubt as to its expediency. The use of their vernaculars (Thlinget, Tsimpshean, Hydia) seriously retards their progress and does them no essential benefit. No school-books have ever been printed in any of their native dialects. Each distinct people has a dialect of its own, local in character, and in course of time the vernacular dialects of the tribes of southeastern Alaska will become obsolete and English will everywhere prevail. As a matter of preservation the Society of Alaskan Natural History and Ethnology has lately commenced to reduce the Thlinget language to writing, which we hope to accomplish through the instrumentality of Mrs. Paul and Miss Willard.

Culinary Department.—This department is a place of great interest to the pupils, both boys and girls, small and large. All want to come into the kitchen to work and to learn to cook. The boys wish to know how to cook good meals and bake good bread, pies and cakes. They often ask if they can come into the kitchen to work, and this stirs up a spirit of emulation among the girls so that they beg to work in the kitchen; consequently, there is no lack of those who desire to work in these departments.

In the bakery the work is too heavy for the girls and is done entirely by the boys. During the past year they have averaged 140 pounds of flour baked daily, turning out from 90 to 100 loaves of delicious bread a day. When the girls serve in the kitchen, they bake the pies and cakes and the boys in their turn do the same, which is during the winter season, that being the hard period of work. Much attention has been given to the quality of food, and in the past few years it has been greatly improved. One great victory won in the battle of work in these departments is cleanliness. In this direction there has been a vast improvement made. It is a pleasure now to be with them and hear them say: "Oh, this must be very clean; I want it to be clean and nice." Viewing these departments, they have made rapid progress in the last year.

SENDING MAIL TO THE YUKON

Evening Star

The Contractor Fails to Keep His Trips Up to

Feb 2 the Schedule. *1899.*

Two Months of the Year When It is Impossible to Get Through to the Miners.

The Post Office Department has been making an effort to get mail to the Yukon this winter from Juneau. There is little trouble in supplying the coast towns of Alaska with a regular mail service. To get to the interior where the miners are is always a difficult proposition, especially so during the winter. The United States has two routes, one extending from Juneau to Tanana, and the other from Tanana to St. Michael's. At the present time P. C. Richardson has the contract for carrying the mail between these points. His compensation is \$56,000 for the first route and \$23,000 for the second route. He has been a cause of trouble to the department, however, and according to Mr. John P. Clum, he defaults many times. It is required by the government that two round trips be made each month over the first route and one over the second route. In the route from Juneau to Tanana, the trip is by way of Chilcoot Pass, Dawson, Eagle, Star, Circle, Yukon and Rampart. At each of these towns the government has established a post office. On the second route from Tanana to St. Michael's the following post offices are passed: Kozukuk, Anvik and St. Michael's.

Difficulties of the Task.

The government has a special post office agent in Alaska to supervise the carrying of the mails. Because of the unreliability of the contractor, Supt. Clum of the mail depredations division says this officer has to engage special carriers to take the mail. There are two months in the year, however, he says, when it is impossible to deliver the mail. One is during the early fall, when the ice is forming on the rivers and lakes, and the other is in the spring, when the ice is breaking up. Until the railroad is built these difficulties cannot be overcome.

Mail Taken to the Miners.

Superintendent Clum has just received a report from the postmaster at Juneau showing the amount of mail carried overland to the mining region. It must be remembered, he says, that the government does not contract to carry all classes of mail to the miners. Only letters will be carried. It was thought better to limit the mail to this class because friends would send newspapers and all manner of things through the mails, paying first-class postage to insure their receipt. Now, no matter what it is, the government will take nothing but letters. It is interesting to note the number of pieces carried by the contractor during the winter months. As soon as the ice had formed (November 5) the first trip carried 6,207 letters. The trip of November 19 had 2,662 letters.

The contractor failed to make the December 2 trip, and a special carrier was sent by the department with 1,927 letters. The December 22 trip took 1,905 letters, and when January 4 came around the contractor failed again, and the government sent a special carrier with 1,551 letters. The government representative in the Klondike is W. F. Wilcox.

Reindeer Starved to Death.

In the last annual report of the Secretary of the Interior it is stated that the reindeer sent by the government from Lapland for the succor of the miners had been turned over to the post office authorities and were being used for the carrying of the mails. This, Superintendent Clum says, is a mistake. Not one of the reindeer sent has been used, and as far as he is aware no contractor has ever employed one. He was present when the herd was disembarked. Originally it consisted of 538 head, but on the trip 238 had died. When the remaining few were taken off shipboard, the serious part of the expedition was manifested. There was nothing to feed the animals with and some of them literally starved to death. The drivers who accompanied the reindeer pushed north in the hope of finding moss. When the herd was last reported but 144 remained, and they were in the vicinity of Lush Lake, such as...

Rev Henry M. Field.

H. M. F.

San Francisco Bulletin
THE KLONDIKE
Feb 20, 1899
RUSH - FOOLISH.

WASHINGTON, Feb. 20.—Secretary Alger has transmitted to Congress a complete report on the relief work of the War Department in the Klondike country undertaken under act of Congress as a result of reports that extreme distress among the miners followed the influx to the gold country during 1897-98. It embraces the detailed reports of Captain P. H. Ray and Lieutenant W. P. Richardson. Aside from details of the relief work, Captain Ray's last report, dated May last, contains the following interesting statement:

"I do not find anything either in Alaska or in Northwest Territory to justify the great rush of people to that country, or the enormous investment now being made in transportation, trading and mining companies. In Northwest Territory no discoveries of extraordinary richness have been made since that of the Klondike, and the claims are almost entirely confined to Bonanza, El Dorado, Dominica, Honka and Sulphur, with a few claims on Bear creek. In this district all rich claims are well known and held at very high prices, and while the whole country has been staked, it has been done for speculative purposes, and no work is being done except such as is necessary to hold a title until claims can be sold to the unwary newcomer or disposed of in the States for corporation schemes.

N. Y. Sun

1899. March 20

EXPLORATIONS IN ALASKA.

REPORT OF A MILITARY RECONNOISSANCE IN THE WINTER OF 1898.

The Valdez Glacier. Crossed After the Loss of Many Animals and Great Suffering Among the Men—Feasible Routes for Railroad Construction—Capt. Glenn's Trip

WASHINGTON, March 19.—Assistant Secretary of War Meiklejohn furnished for publication to-day the report of a military reconnoissance made during the winter of 1898 by Capt. W. R. Abercrombie through the valley of Copper River. The main object of this reconnoissance was to establish an all-American route up the Yukon River. Capt. Abercrombie, in addition to exploring the Copper River, was also instructed to explore the tributaries of the Tanana River. His special instructions were to explore and report feasible routes for railroad construction, appropriate and available sites for military reservations, as well as matters appertaining to the mineral resources, timber, fuel products and the capacity of the country to sustain animal life.

The expedition met with its first serious obstacle when, on arriving at Haines Mission, near the head of Lynne Canal, Alaska, it was discovered, much to the disappointment of Capt. Abercrombie, that the reindeer herd upon which he had depended for transportation was not in physical condition to go on a journey to the interior. Owing to the fact that they had been fed on alfalfa a large number of them died, and there not being sufficient moss, on which they usually feed, the remainder of the herd had become very much debilitated. This misfortune delayed the expedition for some little time, until Capt. Abercrombie secured some Montana range ponies as pack animals. Haines Mission is the starting point of the Dalton trail to the Yukon Valley. Dyea was reached, on April 14. On May 6 an attempt

was made to go over the Bates Pass, named in honor of Gen. Bates of the regular army. This proved to be a very difficult task, as it was necessary to climb the Valdez glacier. Each man had to draw a sled, weighing from 100 to 150 pounds, and these sleds had to be hauled up the steep trail by hand. An attempt to pack stores to the summit of Corbin Pass proved a failure. A snowslide killed thirteen head of stock and several of the men barely escaped alive.

Early in June Lieut. P. G. Lowe was instructed to organize a party, consisting of himself and three men, with ten head of stock, and proceed to Forty-Mile River by Mantaska Pass, with a view to locating an all-American route from Valdez to the Yukon. In the meantime Capt. Abercrombie attempted to cross the coast range of mountains by the Keystone Pass, but owing to the impassability of the glacier for pack animals this had to be abandoned. It was finally decided that the only solution of the problem was to have Lieut. Lowe go over the Valdez glacier, even if all of the stock and some of the men were lost in the attempt. The Valdez glacier was successfully crossed after the loss of many animals and great suffering among the men. This was at a season when it was generally conceded to be impassable for man. It took twenty-nine hours of continuous work without sleep or shelter, to cross this glacier. All of the men were more or less frostbitten about the ears and hands and most of the pack animals were so bruised and lacerated that they were unfit for further service.

Capt. Abercrombie says that the map of Alaska shows only two lines of travel into that section of the interior, and both are confined to the main artery of drainage, the Yukon River. The southern route from Seattle to the Klondike, or Dawson City, is by rail from Skagway, at the head of Lynne Canal, over the White Pass to the headwaters of the Yukon, which rises in a series of lakes in a flat, marshy country. Through this region the construction of a railway will be a difficult problem. At present the prospectors take a line of steamers at these lakes, passing through them into Lewis River, thence down to the junction of the Lewis and Pellet Rivers, where originates the Yukon. Going down the Yukon the Klondike region is entered, and Dawson City is reached at a distance of about 575 miles from the coast. As a means of water transportation this route is available for only about four months in the year.

The northern route from Seattle is entirely by water, and from St. Michael, at the mouth of the Yukon, it follows that stream in a northwesterly direction to Fort Yukon. Here, at the mouth of the Porcupine River, it turns and follows a southeasterly course to Dawson City. Capt. Abercrombie here remarks with considerable emphasis that with Skagway at the head of the Lynne Canal, Fort Yukon at the mouth of the Porcupine and St. Michael at the mouth of the Yukon, it will be observed that this river forms the arc of a circle. Of this arc Fort Valdez on Prince William's Sound is the axis. To put it more plainly, he says, consider the arc of a circle as a portion of the felly of a wheel, with Fort Valdez as the hub. Strange as it may appear, in making this great curve the Yukon parallels almost the trend of the coast line at a distance of some 500 miles from the sea. Comparing the mileage between St. Michael and Dawson City, which is 1,500, and that from Skagway to Dawson City, which is 575, it is found that the Skagway route is 1,025 miles the shorter. Comparing the distance from Skagway to Dawson City, 575 miles, with that from Fort Valdez to Dawson City, 400 miles, it is found that the difference is 175 miles in favor of the Valdez route.

It is apparent from these figures, says Capt. Abercrombie, that there are but two routes of communication to be considered, the Skagway and the Valdez. He says, disregarding the fact that the Skagway route passes through foreign territory and involves taxation, with the usual formalities and delays, it will be found topographically that the Lynne Canal and Fort Valdez are about the same altitude, with a difference in elevation of the White Pass on the Skagway route and the Thompson Pass on the Valdez route of about 1,000 feet in favor of the Thompson Pass. The meteorological conditions are about the same.

As far as agricultural possibilities are concerned, Capt. Abercrombie believes that there is no comparison between the two routes. He thinks the Copper River Valley will produce all the cereals, garden truck, small fruits, &c., that will be required for the mining population which may hereafter inhabit the Copper River, Tanana and Forty Mile districts of Alaska. The gradient into the interior for railroad construction is practically nominal. Bridge timber, timber for railroad ties, coal and iron. Capt. Abercrombie believes will be found in abundance. He says he did not understand that he was directed to make a preliminary report on the route for a railroad, but was simply to report whether the topographical features of the terrain are such as to render the

construction of a road practicable. Not only does he regard it possible, but believes it to be a commercial proposition of great merit. All the natural routes, gradients considered, are confined to the Keystone Pass, at starting, for passage through the coast range of mountains. Having passed this range at a point in the rear of Corbin's Pass, he says there are three possible routes. These are up Lowe River, through the Keystone Pass to the headwaters of the Tanana, thence down that river to its junction with the Copper, a distance of forty-five miles from tidewater; second, up the Helden Valley to the Konaia Divide, thence down the Konaia to its junction with the Copper, ninety-three miles from tidewater; and, third, up the Helden Valley and over the Thompson Pass, thence into the Copper River Valley. Having reached the Copper River Valley, it is possible to proceed in any direction, the deposits of iron and coal dictating the course of the preliminary line.

The remainder of the report deals with sites for military posts and outlying stations, the Indians of the Copper River Valley, meteorological observations, the Copper River mining excitement of 1898, the drainage and sub-drainage of the Copper River Valley, the economic geology of the country traversed, and the insects that are found in the Copper River region.

The department has received another report of somewhat the same nature from Capt. E. F. Glenn, Twenty-fifth Infantry, who was instructed to begin a journey at Cook's Inlet. Thence he was to explore northward to discover, if possible, the most direct and practicable route from tidewater to one or more crossings of the Tanana River in the direction of the Yukon, between Forty Mile Creek and Circle City. He was to communicate, if possible, with Capt. Abercrombie's expedition, and to discover, if possible, a passage through the Alaska Mountains south of the Tanana. Capt. Glenn was expected to cover as much territory as possible, especially that section between the Yukon, Tanana, Copper and Shitna rivers. His other instructions were similar to those issued to Capt. Abercrombie. Capt. Glenn's expedition reached Haines Mission on April 12, and found the expedition of Capt. Abercrombie in camp. Valdez was reached on April 21, and at noon of the same date he sailed for Orca. The following day he reached the head of Fort Wells Inlet, where the most imposing sight that he had yet encountered was met. It was two huge berg-crested glaciers, which he named the Twins. His report of his journey is most interesting from a literary point of view. His descriptions of the scenery and the pictures of the suffering of his men are well told and make entertaining reading. The expedition was hampered for lack of pack animals and other transportation facilities, and Capt. Glenn was forced to turn back at one time to secure supplies, which he rushed forward to his chief subordinate, Lieut. Castner, reaching that officer and three of his men just as they had been deserted by their Indian guides and were in serious danger of starvation. Outfitting Lieut. Castner afresh, Capt. Glenn turned west toward the coast and reached tidewater in due time without finding any practicable railway route. Lieut. Castner proceeded into the interior, and after months of wandering in a trackless Arctic waste, broke his way out in the dead of winter, making a trip of 1,300 miles with a dog train and several times nearly losing his life from cold, hunger and exposure.

THE COPPER RIVER VALLEY

Washington Evening Star, March 21, 1899
Captain Abercrombie Describes a New Way to the Klondike.

Gateway Opened to a Route From Salt Water to the Interior—

Chances for Investors.

Capt. W. R. Abercrombie, 2d United States Infantry, who is now in this city making preparations for an exploration of Alaska next summer, has made the following statement in regard to the discovery of an "all-American" route to the Klondike:

"I made the start at Fort Valdez, Prince William sound, and went through to the mouth of the Tenenna river, and then to Belle Isle, close to the boundary line of the Yukon river. I found the all-American route starting from Fort Valdez, going through what is known as Keystone pass in the Coast Range mountains, crossing the Copper river at its junction with the Klutena river, and thence crossing the big bend of the Copper river in almost a direct line to the confluence of the Shalna river with the Upper Copper river. Leading from the Shalna over into the Tenenna valley we found a number of passes; crossed the Tenenna at the mouth of the Tetling, thence over to the headwaters of the Forty Mile; down the Forty Mile to O'Brien creek and up O'Brien creek and over the divide to

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Eagle City, a distance of about 385 miles. The greatest altitude crossed on this route was between 3,000 and 4,000 feet, a lower gradient than that of any other pass into Alaska.

The Copper River Valley.

"The Copper River valley was found to be an ancient lake bed, which averages 70 miles in width and about 200 miles long. It is a succession of terraces from the mountains on each side, and terminates in an abrupt escarp at the river bank. Where streams have cut through these terraces a black soil is shown from a depth of four to six feet. Native grasses, berries and flowers are found in great quantities, and of a most luxuriant growth. Some of the finest currants I have ever seen grow in the greatest profusion. Gardens planted in the latter part of May yield until the first part of September all of the usual garden truck and in some instances fairly good potatoes. It was found that the drainage of the land greatly affected the growth of this garden truck. Those who selected their garden sites on sloping soil, with a southern exposure, had extremely good results, while those who planted on the low, soggy, flat ground made a failure. I regard the agricultural features of the Copper River valley as very bright, and consider that there are great opportunities for the hay rancher in raising hay for the supply of forage for the pack animals.

"The great mistake of people who went to Alaska last summer was in not taking pack animals. We have experimented with all kinds, and find the Montana range pony to be the best adapted. He ought to carry about 250 pounds. All supplies should be put in about fifty-pound packages and double sacked.

"Sugar should be sacked with canvas outside and a paraffine sack on the inside. This adds somewhat to the cost, but repays the purchaser, for the reason that he gets his goods into the interior without damage. Last season the prospectors purchased thousands of dollars' worth of trash which they afterward threw away. We found such articles as fur coats, cheap shoes, books of various descriptions on mining and medicine chests strewn a distance of ninety miles. For persons contemplating a trip to Alaska the very best articles should be purchased, regardless of cost.

The Proper Outfit.

"In a general way I might say an outfit should consist of a sou'-wester slicker and a pair of rubber boots for wet weather. For winter heavy woolen underclothing and horsehide shoes such as used by our expedition were made by a man named Smith in Philadelphia; a rubber shoe with a leather upper, canvas clothing, blanket (lined), fur-lined gloves, German socks and snow packs. These snow packs should be large enough to admit of putting a thin layer of very fine grass or hay in the bottom. It is absolutely necessary to keep a man's feet from freezing, that his socks should be kept soft and pliable. The feet require greater care than any other portion of the body. There are now at Fort Valdez seven or eight men who will be cripples for life because they did not pay proper attention to their footgear.

"The minerals of Alaska show strong indications of developing. There will probably be some sensational placer diggings discovered during the next year in American territory. There have been locations made of some very promising copper properties, and it is possible that quicksilver, galena, iron and coal will be located and recorded during the coming season.

Chances for a Poor Man.

"The chances for a poor man to make a fortune in Alaska are not encouraging, owing to the fact that transportation is so expensive and labor so high. To the poor man I would say wait until the operator has developed the quartz claims, which he will do within a few years, and then venture in. To the small farmer who wants to raise hay and grain, I would say I believe there is a fairly good field waiting development in the Copper River valley. If the government can build a military trail through the Coast Range mountains to the Copper River valley I believe it will have solved the question of settling central Alaska by opening a gateway from salt water to the interior over which the small operator with his few head of cattle can enter and leave the country without exorbitant taxation over toll routes.

"Fort Valdez is a beautiful harbor, almost landlocked, and accessible at any time of the year. It is almost a direct line from Prince William sound to Belle Isle on the Yukon river. If the trail through the Keystone is properly constructed beef cattle can be driven from Fort Valdez to the interior of the country without difficulty. The route which we have discovered is much shorter than any of the others and is far more accessible. We do not have the trouble of going over the glaciers and other almost insurmountable difficulties."

DISCOVERIES IN ALASKA.

RESULT OF CAPT. ABERCROMBIE'S EXPLORATIONS LAST SUMMER.

He Found an All-American Route to the Klondike, Shorter Than Any Other—Grasses, Berries and Flowers in Profusion in the Copper River Valley.

WASHINGTON, March 18.—Capt. W. R. Abercrombie of the Second United States Infantry, who is in Washington preparing for an exploring expedition through Alaska, discovered an "all-American" route to the Klondike during a trip made for that purpose last summer. He has made a report on the subject to the War Department which, with the report of Capt. Edwin F. Glenn of the Twenty-fifth Infantry, who commanded another Alaska expedition, will be made public to-morrow. In an interview to-day Capt. Abercrombie gave the following account of his discoveries in Alaska last year:

"I made the start at Fort Valdez, Prince William Sound, and went through to the mouth of the Tenenna River, and then to Belle Isle, close to the boundary line of the Yukon River. I found the all-American route starting from Fort Valdez, going through what is known as Keystone Pass in the coast range mountains, crossing the Copper River at its junction with the Klutneh River, and thence crossing the big bend of the Copper River in almost a direct line to the confluence of the Siahna River with the Upper Copper River. Leading from the Siahna over into the Tenenna Valley we found a number of passes; crossed the Tenenna at the mouth of the Tetling, thence over to the headwaters of the Forty Mile; down the Forty Mile to O'Brien Creek and up O'Brien Creek and over the divide to Eagle City, a distance of about 385 miles. The greatest altitude crossed on this route was between 3,000 and 4,000 feet, a lower gradient than that of any other pass into Alaska.

"The Copper River Valley was found to be an ancient lake bed, which averages 70 miles in width and about 200 miles long. It is a succession of terraces from the mountains on each side, and terminates in an abrupt escarp at the river bank. Where streams have cut through these terraces a black soil is shown from a depth of four to six feet. Native grasses, berries and flowers are found in great quantities and of a most luxuriant growth. Some of the finest currants I have ever seen grow in the greatest profusion. Gardens planted in the latter part of May yield until the first part of September all of the usual garden truck and in some instances fairly good potatoes. It was found that the drainage of the land greatly affected the growth of this garden truck. Those who selected their garden sites on sloping soil, with a southern exposure, had extremely good results, while those who planted on the low, soggy, flat ground made a failure. I regard the agricultural features of the Copper River Valley as very bright, and consider that there are great opportunities for the hay rancher in raising hay for the supply of forage for the pack animals.

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that quicksilver, galena, iron and coal will be located and recorded during the coming season. The chances for a poor man to make a fortune in Alaska are not encouraging, owing to the fact that transportation is so expensive and labor so high. To the poor man I would say wait until the operator has developed the quartz claims, which he will do within a few years, and then venture in. To the small farmer who wants to raise hay and grain, I would say I believe there is a fairly good field waiting development in the Copper River Valley. If the Government can build a military trail through the Coast Range Mountains to the Copper River Valley I believe it will have solved the question of settling central Alaska by opening a gateway from salt water to the interior over which the small operator with his few head of cattle can enter and leave the country without exorbitant taxation over toll routes.

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EXPLORATION OF ALASKA.

Winning Star Mar 18, 1899
Two Expeditions to Be Sent Out by the War Department.

Acting Secretary, Meiklejohn has issued orders for a military exploration of Alaska, one expedition to work in the Copper river region and another about Cook's inlet. Both are to carry full equipments and supplies to November 30 next and have authority to employ Indian natives as guides.

The former expedition, consisting of Capt. W. R. Abercrombie, 2d United States Infantry, commanding; one acting assistant surgeon, one hospital steward, one commissary sergeant two non-commissioned officers, and eight privates of infantry, including two cooks, will arrive at Valdez, on Prince William sound, Alaska, about the 15th proximo and open up a military road to Copper Center, and thence by the most direct route to Eagle City. Captain Abercrombie is directed to make locations at Valdez, Copper Center, the crossing of the Upper Copper and the Tanana, the head of Forty Mile creek and other proper points for military reservations, and to declare them such.

The personnel of the Cook's inlet expedition is Capt. Edwin F. Glenn, 25th Infantry, commanding; Capt. Charles P. Elliott, United States army, retired; First Lieut. H. G. Learnard, 14th Infantry First Lieut. J. C. Castner, 4th Infantry, one acting assistant surgeon, one commissary sergeant, Sergeant William Yanert, 8th Cavalry, and one sergeant, one corporal, eleven enlisted men, including five cooks, and two hospital corps privates.

It will reach Tyoonok, on Cook's inlet, about the 15th proximo and there establish a camp and depot. On the way a small detachment will be disembarked at Portage bay, on Prince William sound, to explore and establish a trail thence to the camp at the head of the Knik Arm and from the permanent camp at Tyoonok, exploring detachments will be dispatched north via the Matanuska, Sushitna, Yedno and Kuskokvim rivers to determine the most practicable and direct route from tidewater to the crossings of the Tanana river, and thence to the military posts at Rampart and Circle City, on the Yukon.

One detachment will explore the west bank of Cook's inlet from open tidewater to the head of navigation of the Sushitna river for the most practicable overland trail. Its district of exploration will be bounded on the north and west by the Yukon and Keyukuk rivers and on the east by the Copper river.

ALASKA BORDER FIGHT

Washington Post
March 18, 1899.
Collision Between American and Canadian Miners.

FOUR MEN ARE REPORTED KILLED

Canadian Mounted Policemen and Miners Said to Have Staked Claims in American Territory, Where Is a Rich Find of Placer Gold—They Were Ordered Off by the Americans, but Refused to Go—Then the Parties Met and Volleys Were Fired.

Vancouver, B. C., March 17.—Carl Slummerfelt, a German, who was a passenger on board the steamer *Leas*, which has arrived here from the Lynn Canal, brought the news that a battle had been fought between American and Canadian miners a few miles off the Dalton trail. Four men are reported to have been killed outright and a number of others are said to have been seriously wounded.

When the alien mining law of British Columbia was enforced a few months ago the American miners left Atlin, the new Canadian gold district, and struck north. They found, a short distance off the Dalton trail, on the Porcupine River, a district rich in placer gold. It was generally conceded that the new placers were in American territory, and the miners vowed that no Canadian should stake a claim. Some Canadian mounted policemen, however, did stake claims in the American territory, and justified their act by moving the Canadian flag from Mount Pleasant, on the trail, so as to make the line take in the rich part of the district.

They were followed by at least forty Canadian miners, who all located good claims. A fortnight ago about 100 American miners held a meeting and decided to send notices to all Canadians to leave the country within five days.

Several Volleys Were Fired.

The notices were sent out, but no heed was paid to them. Slummerfelt, who left the Porcupine River district two weeks ago, says:

"Early on the morning of the sixth day the American miners met and proceeded to the Canadian camp. I don't believe they intended bloodshed, although they were fully armed. Before they could even state the object of their visit, some one, I don't know from which party, fired a shot, and then every one seemed to be shooting. Several rounds were fired, and four men, I was told, were killed outright—an American and three Canadians.

"The battle was very brief, and resulted in the Canadians, about fifty in number, flying across the border. The Americans then retired to their own camp.

"I did not ascertain the names of the killed. From my location, about fifteen miles north of the Porcupine River, I heard that a squad of Canadian Northwest Mounted Police had left Lake Tagish for the Porcupine, the news of the fight having reached them. The Americans are determined, and I fear there will be another conflict. There is no doubt in my mind that the new district is in American territory."

Slummerfelt's story is unconfirmed, but reports received here about two weeks ago from the district predicted a clash if the Canadians did not leave the territory.

Hostile Collision Was Expected.

The hostile collision between the American and Canadian miners reported from Vancouver is exactly what was apprehended by the representatives of the United States government in the late Canadian conference. It is said by one of these officials that they were sadly embarrassed in their efforts to settle the Alaskan boundary dispute by the British Columbia Legislature, which so far from endeavoring to secure a peaceful adjustment of the boundary difficulties had, by the passage of irritating legislation, done much to retard an agreement.

Apprehensive of trouble, the two governments, the United States and Great Britain, reached an agreement in the nature of a *modus vivendi*, roughly defining by certain landmarks the boundary between the British and American possessions from the Klondyke section down to British Columbia. The officials here cannot tell from the vague report brought by the Vancouver dispatches just where the collision took place between the American and Canadian miners, so it is impossible to tell who is at fault. It is said, however, that the Canadians have been particularly aggressive in this boundary matter right along; that they have several times advanced the lines of the boundary claimed by them, and that in each case this extension coincided or followed very closely the discovery of new gold fields in the vicinity.

Military Police Necessary.

The indications are that the United States government will be obliged to take some steps to police its side of the border of Alaska in a method corresponding to the Canadian system. There will be

nothing threatening in the adoption of such a course, for in the official belief there is much less risk of conflict between the regularly organized and responsible bodies, like the Canadian mounted police on the one side and the United States military forces on the other, than between bands of miners opposed to the Canadian police. Consequently, it is probable that as soon as Col. Ray arrives here from Porto Rico, or perhaps even before, the War Department will take steps to organize a suitable force for this purpose.

The reports sent by the United States Army officers in Alaska refer to the Porcupine River locality, where this conflict is reported. Lieut. Richardson reported that eighteen prospectors had gone up the Porcupine and Salmon Rivers. He gave in detail the geography of the Porcupine and its sudden and dangerous floods in the spring, but he did not indicate that any question existed as between the American and Canadian interests.

Two Exploring Expeditions Going.

Acting Secretary Melklejohn yesterday issued orders for a military exploration of Alaska, one expedition to work in the Copper River region and another about Cook's Inlet. Both are to carry full equipments and supplies to November 30 next and have authority to employ Indian natives as guides. The former expedition, consisting of Capt. W. R. Abercrombie, Second United States Infantry, commanding; one acting assistant surgeon; one hospital steward; one Commissary Sergeant; two commissioned officers, and eight privates of infantry, including two cooks, will arrive at Valdez, on Prince William Sound, Alaska, about the 15th proximo, and open up a military road to Copper Center, and thence by the most direct route to Eagle City. Capt. Abercrombie is directed to make locations at Valdez, Copper Center, the crossing of the Upper Copper and the Tanana, the head of Forty-mile Creek, and other proper points for military reservations, and to declare them such.

The personnel of the Cook's Inlet expedition is: Capt. Edwin F. Glenn, Twenty-fifth Infantry, commanding; Capt. Charles P. Elliott, U. S. A., retired; First Lieut. H. G. Learned, Fourteenth Infantry; First Lieut. J. C. Castner, Fourth Infantry; one acting assistant surgeon, one Commissary Sergeant, Sergt. William Yanert, Eighth Cavalry, and one Sergeant, one Corporal, eleven enlisted men, including five cooks, and two Hospital Corps privates. It will reach Tyoonok, on Cook's Inlet, about the 15th proximo, and there establish a camp and depot.

RUMOR SET AT REST

Washington Evening Star, March 15, 1899.
Lieut. Castner Did Not Perish in Alaska, as Reported.

TORY OF HIS THRILLING EXPERIENCE

Exploring Party Was for Months Wandering in Mountains.

ACCOUNT OF THE RESCUE

The rumor that prevailed here for a number of weeks that Lieut. Joseph C. Castner, 4th United States Infantry, who was a member of Capt. Glenn's Alaskan exploring expedition, had perished in that far distant territory has been set at rest and disproved by the reception here of a letter from him, by a friend.

Lieut. Castner went to Alaska in April, 1898, as an explorer, with Capt. Glenn's exploration party. For some time he was engaged in taking notes of Prince William sound. Late in the summer he started from Cook Inlet over the Alaskan mountains, purposing to find or make a trail via Birch creek to the Yukon. He fell a victim to privation that an ordinary man would account the hardest kind of luck. Indians refused to work for him for money, and one who was smitten with a bright

blanket in the outfit was all he could get to accompany him. A few feeble horses which were given him plodded out one after the other, and he was left about at the end of his rope when Capt. Glenn's party overtook him, and with a fresh supply of rations and two good mules he again set out. He left Skagway February 25 on his return to the land from which he was for nearly a year an exile. Lieut. Castner was not lost at any time during his wanderings with two companions in a desolate and barren region, but the story of his experience is one which is calculated to convince volunteers who complain of bad bacon that there are some hardships in a soldier's life which they have not yet experienced.

For many months the little party knew that their chances for life were about as good as those of a condemned murderer. They lost their guns, their shoes and most of their clothes. They gathered about a rose bush three times a day to make a meal from the seed pods. Once the meat of a young wolf which they had shot saved their lives. Another time two small ducks furnished a day's rations. Footsore, scantily clad and more than half starved, they were ready to give up all hope and lie down to go on no further when the music of an old ax told them that human beings were near, and a few seconds later they were seen by an Indian squaw, who speedily aroused a camp, and their lives were saved.

The Lieutenant's Narrative.

The Lieutenant wrote as follows:

"After we left Glenn's party we made a run down the delta to the Tanana and reached it in eleven hours. Glenn would have liked mightily to have seen the river, and, had he known it was so near, probably would not have turned back. My two companions were Privates Blich and McGregor of the 14th Infantry. Our animals were fresh and we were well supplied with provisions. From the maps in my possession I had been led to believe that by following up the Volkmar, which emptied into the Tanana at some distance from where it reached it, we should come to the headwaters of Birch creek, and it was my intention to follow that stream down to Circle City. It looked easy.

"The first thing to be done, of course, was to get across the Tanana, which was a swollen mountain torrent, carrying ice-cold water from the glaciers at its head. We had no nails with which to build a raft, but tore up our blankets, lashed a few logs together and started just above a rapid. We got the first animal across all right, lashing his head to the raft, so that when his strength gave out and he could not swim longer it would be impossible for him to drown. The second gave out just before the raft with all the provisions and the whole party of us reached the other side, and his carcass, dragging limp in the current, slewed the raft around so that we drifted helplessly down stream, narrowly escaping the rapids. From the time we got those mules ashore they never ceased to shiver and grew weaker and weaker, till in a few days both were useless. We shot them, and, taking as much meat as we could use, went on ourselves.

Midst of Marshes.

"We traveled 100 miles up that river, bucking our way all the time. From our maps we learned it was a country comparatively free from mountains, but looking about us we couldn't see it that way. On every side were masses of great hills, rising sheer and steep. There was little timber, but marshes were everywhere. I never saw anything like it. On the tops of the mountains, on the sides, wherever there was a patch of level ground as big as a front yard there was a marsh. Gradually our rations ran low. We could not find Birch creek, for the reason, as we learned afterward, that it was more than 100 miles away. Instead of running north, as we supposed, the Volkmar ran nearly east. We knew more when we got out about the geography of that country than we ever could have learned from studying maps. As I said, our provisions began to run out, and our clothes became torn on the undergrowth, and burned while we slept close to the camp fire at night. We kept on, however, hoping to find Birch creek, till September 15 we discovered we had provisions enough left for one day only. We were all tired and discouraged, and when I put all the strength I had left into a climb to the nearest peak to find a way to get out, and saw only range after range of snow-capped mountains, I began to conclude it was time to turn around.

"The next morning we breakfasted off a little bacon we had left. For several days our rations had run so low that the privilege of licking the frying pan was one which we almost fought for. That afternoon I managed to shoot two small ducks, and that was our dinner. We ate them bones and all.

"On the 17th we were left without substantial food of any kind, and no chance of

getting any. Help came, however, in the shape of an old she wolf, whose howls we heard across a canyon. Looking up we saw her standing just in front of two half-grown cubs. She was howling to call the attention of a third, which was out of sight down the canyon, but which presently came in view in easy range. One of the men fired and missed. He fired five more times before he killed it, and each time the cub came closer out of sheer curiosity, till it fell dead fifty yards from the slayer. It had never seen a human being before. We got the skin off that wolf in double-quick time and found it delicious, the flesh not being the least bit strong.

"We fed the next morning on a cup of coffee all round and started back down the river. It was 100 miles. We hoped to live on the camp robbers, little birds about as big as wrens, till we could get to the carcass of the lost mule we had killed, and find enough meat there to last us till we could get to the lower river, where I knew there was plenty of grouse. We built a raft, tearing up our last blankets for lashing lines, and launched out on that raging mountain torrent.

A Lively Ride.

"That was the liveliest ride I ever hope to take. We would whirl down the current like an express train, sometimes coming bow first against a rock that nearly capsized us, sometimes nearly swept overboard by trees overhanging the river. We shot rapids after rapids, getting soaked to the skin, when we would suddenly catch on a rock, and the current came surging up over us. Once, after rounding a long curve, we came suddenly on a log jam, stretching out across the stream. Like a flash the craft was sucked under the mass of trees that were snarled and tangled in its way, and I shouted to one of the men who could not swim to jump for his life. The other man and I made an attempt to save the guns, but we were obliged to climb for our lives up on the jam before we had time to do anything.

"There we were. The raft was gone, and with it our guns, ammunition and the rest of our belongings, which, indeed, were little enough. Our shoes were gone, and even the strips of canvas with which we had bound our feet were worn through, leaving our soles exposed to the rocks and the snow, which had now begun to fall. It was a plight to make a man give up hope. I did not dare to tell the men what I thought of it, for they were already expressing the conviction that they wouldn't give 25 cents

for their lives, and they didn't need any discouragement just then.

"What we were going to do for food, we did not know. We had lost our guns, and, with them, all chance of killing any living thing which we might see. When we reached the carcass of our mule we found it eaten by wolves and carried off by birds. There were a few berries along the river, and on these we made our meals for the next six days. Here and there a cranberry bush could be found, and around it we would gather to breakfast. The red seed pods on the rose bushes were plentiful, and I believe these saved our lives, for they were almost all we could find to eat. They had been bitten by the frost and had a very sweet taste, which is very palatable, or at least it seemed so to our famished stomachs.

Sound of an Ax.

"At the end of the sixth day, when it was a toss-up whether we should go any further, and when our feet were in such condition that every step meant the torture of the damned, we heard the sound of an ax. I have heard the same noise when coming down the Yukon with a dog team, and it was a very welcome sound, but it never sounded so sweet as it did that day. Following the sound, we saw a squaw, who, as soon as she caught sight of us, set up a tremendous yell and made for a camp which we could see nearby. This made us a trifle uneasy, for we knew that if the Indians were inclined to be hostile they could kill the whole three of us with an arrow, so completely had our strength been exhausted. They received us with open arms, however, feeding us with moose meat and everything they had in camp. We ate all we could hold, and as soon as we struck a camp, two hours afterward, we ate just as much, and we kept eating at intervals of two hours all that night without feeling the least ill effects. In a few days our strength in a measure was recovered, and soon I was ready to start out.

"The Indian party consisted of seven or eight bucks and as many squaws and children. They treated us with hospitality and made no demand in return, but we learned from them that a party of white men with a steamboat had reached the Chena river, a hitherto unknown stream, 100 miles from

the camp (which, by the way, was on the island at the junction of the Volkmar and the Tanana), I decided to go to them and get some food for the Indians in return for their kindness to us. So, with half a dozen bucks, I started for the Chena in a rowboat, 100 miles up the Tanana, and reached it in three and a half days.

"The steamboaters proved to be eighteen miners. They refused to let me have any supplies for the Indians, having no more than they needed themselves, and those which I would require to take me down the river. This got the Indians down on me, and they refused to have anything to do with me on the return trip. I managed to get from the miners a lifeboat and thirty days' provisions, and went back to the mouth of the Volkmar, where I picked up my two companions and we set out down the river. We had seen all the unexplored Alaska we cared to that season. We reached Weare October 11, and the next day the river closed with ice. I knew there was a military post at Rampart, and as soon as possible started thither over the ice, arriving November 5. I stayed there a month, resting and eating the best Alaska had to offer, and then started on with a dog team on a 1,300-mile journey out over the ice to Skagway, reaching there February 24. The next day I started for civilization, and I am very well satisfied that my Alaskan experience is at an end."

Post. Na. 11, 99.

WANDERED FOR A YEAR

Strange Case of an Alaskan Land Office Register.

THE TRADING POST OF PEAVEY

Several Government Places Recently Created for a Mining Locality 100 Miles North of the Arctic Circle—Reappearance of a Lost Official and His Appointment to a Second Position—Growing Vegetables in Constant Sunshine.

A day or two ago R. C. Nichols and Boetious H. Sullivan left Washington, rejoicing in the possession of commissions from the President that entitled each of them to a minimum salary of \$500 per annum. They are miners of the Alaskan type, and their destination is one of the most northern points in the administration's expanding domain. Mr. Nichols is now officially Receiver of Public Moneys for the Peavey land district, a region that is intersected by the arctic circle and that borders on the Arctic Ocean for hundreds and hundreds of miles. Mr. Boetious H. Sullivan, his companion, is the Register of the Land Office in that same district. He hails from Plankinton, S. D. Both of them have given good and sufficient bond to the government in the sum of \$50,000 for the proper performance of their official duties.

Of the two Mr. Nichols has a far more interesting history. It is hardly necessary, perhaps, to say that he was appointed from the State of Ohio. He is still a young man, but looks the part of one who has endured the hardships of the severe northern climate, before which many strong miners have gone down. He is active and athletic, and possesses a strong hope for the future of the Peavey district.

Named for the Maker of Axes.

Here it might be explained that the Peavey land district is of recent creation. The President's proclamation regarding it is yet hardly two weeks old. There may be some interest that it has the same name as one of the most famous brands of axes ever used in the logging camps of this country. The maker of that kind of ax, a sturdy old New Englander, now dead, was honored by one of the founders of the Peavey trading posts on the Koyoukuk River, when he wished some designation for that

700 miles from the great Yukon.

Before the excitement over gold-hunting in Alaska was so great, there had been three land districts in that territory—the Yukon land district, the Circle land district, and the Sitka land district. Only a few weeks ago Mr. J. Dietrick, who registered at the Arlington, from Baltimore, but who in reality is from Peavey Trading Post, took upon himself the task of advancing the interests of that portion of the territory and persuaded the Land Office to create the new Peavey district, two-thirds of which is from the former Yukon district, and one-third from the Circle district. It is bounded on the north by the Arctic Ocean and on the west by the Arctic Ocean and Bering Sea.

And here comes the remarkable part of the story. Mr. Nichols, over a year ago was appointed Register of the Yukon land district. He started off for his office with all the satisfaction that could be expected from an Ohio man. It was thousands of miles away, to be sure, and the department did not expect to hear from him for a few months. But in fact a whole year went by without a word from him, and the conclusion was that he had been lost.

Groped Along the Arctic Coast.

At last Mr. Nichols turned up serenely, and it seems that he had never been able to reach his intended destination. He went way up on the northern coast of Alaska and wandered about in search of his post without ever finding it. Mr. Nichols is not able to tell just where he did go, but he knows that he covered a vast stretch of territory.

In the mean time a new Register had been appointed to represent the Land Office in the Yukon district. Whether Mr. Nichols' clamor for "some equally good thing" had anything to do with the matter cannot be said, but the new land district became a reality, and, as already said, he has departed for the far north, happy, in his \$500 office, as Receiver of Public Moneys.

The Ohioan, as well as his companion, stand a chance of materially increasing their salaries before many months go by. While they are assured \$500 a year each, the Land Office will allow them commissions up to \$3,000. That region of Alaska is known to abound with gold. Many rich gold deposits have already been located, and there is no telling when great discoveries will give the Peavey office a rushing business, and, further, perhaps enable these two enterprising officials to make millions of dollars on the side. They are themselves prospectors, and undoubtedly go into that country chiefly for what they can make along that line. Their offices in all probability will for the present be under their hats or in some little cabin or hole in the side of some Alaskan mountain.

But other things were done during the last week of Congress to increase the dignity of the trading post of Peavey. It might be explained that, although the place is 700 miles from the Yukon River, 100 miles north of the arctic circle, and has a population of 1,500 people, its existence was until a few days ago unknown to Gov. Brady, of Alaska. The post has sprung up like a mushroom in the night, and Mr. Dietrick was the first man to inform Gov. Brady that he was its official ruler.

To Have an Experiment Farm.

Before Mr. Dietrick left Washington for New York, however, he had himself appointed at the head of an experiment farm, to be located at Peavey. A great variety of cereal and vegetable seeds have been dispatched by the Agricultural Department for the Pacific coast, whence they will go up the Alaskan coast, up the Yukon to the mouth of the Koyoukuk and then up that river hundreds of miles to their destination. The results of agricultural experiments so far north will undoubtedly be of interest. There the vegetables and cereals will grow in constant sunshine during the short summer, growing more rapidly even than in a forcing house. Beneath the roots of crops in that latitude there is always a bed of frozen earth, whose moisture, as the sun warms up, stimulates rapid maturity. Grass grows waist high in a few months.

Then, besides guiding great financial ventures in that wonderful country and besides conducting an experimental farm for the Agricultural Department, Mr. Dietrick has been designated as the keeper of a signal station, and for the first time this government will be able in all probability to have a constant and reliable record of temperature for its domain north of the Arctic Circle. When Mr. Dietrick, who is a thick-chested, Parties Met and Volleys Were Fired.

trouble of going over the glaciers and other almost insurmountable difficulties.

There is a possibility of some very promising copper properties, and it is possible

and, they were in the vicinity of

smooth-faced gentleman of the Western type, was in Washington some days ago he gave it out that he believed the mastodon still lived in the locality. Some people thought that he was fond of telling good Alaskan stories, but, nevertheless, he has volunteered to try to secure one of these wonderful specimens, supposed by scientists to have been extinct for thousands of years, to grace the halls of the National Museum.

the Congregational Board of Missions, that San Francisco was the best place to have the work done. The ship had a long, tedious trip, and kept back at a succession of bad winds and rains. She will look on the Yukon side, where she will be preparing for a winter season of activity in the mountain seas.

To Sail for the North.

The United States revenue cutter fleet will soon make a start for northern waters. The Bear, Rush and Corwin are ordered to be ready for sea by next Saturday, but it will probably be the middle of next week before any of them get away. The Rush will tow the Yukon river steamer Nunivak as far as St. Michael. The Bear will act as escort, and if necessary will assist the Rush. The Rush went adrift yesterday morning and dragged her anchor from man-of-war row as far as the cable crossing, where she brought up and held until steam was got up on her. She then docked at Howard-street wharf, where she will complete her cruising outfit. The Thetis will not be ready for some time. She is very dirty below decks, nothing having been done on her for more than three years, and carpenters, painters and upholsterers will be busily engaged on her for many days before she is in fit condition for sea.

Captain Dillon Resigns.

OCEAN AND WATER FRONT.
May 2, 1899
REVENUE CUTTER FLEET NOW READY TO SAIL.

THE TREASURY VESSELS WILL RENDEZVOUS FOR A TIME AT SEATTLE.

Nunivak Will Go in Tow of the Rush to St. Michael—Thetis Will Not Go Until Later.

The United States revenue cutter fleet will leave San Francisco for the north either to-day or to-morrow, and it will be a full six months before the bay affords anchorage for another revenue cutter. The Rush went into the stream yesterday, and to-day the Yukon river patrol-boat Nunivak will leave Fremont-street wharf and anchor near the Rush. The Nunivak will be towed to St. Michael by the Rush, and elaborate preparations have been made to insure her safe delivery at the mouth of the Yukon. Her wheel has been unshipped, and she has been fitted with a steel bridle, to which the Rush will make fast. The Bear will convoy the Rush and her tow. All the cutters will rendezvous at Seattle, where they will receive final orders from the Treasury Department. The Rush is not the only cutter that will have to perform tow-boat work. There is at Port Townsend a barge to be used for coaling the Nunivak when she reaches the Yukon, which will be taken to St. Michael by the Corwin. The Thetis will not be ready to start with the others, but will probably join the fleet at Seattle before the final departure for the north. The boats that will probably start from Seattle all together are the Grant, Corwin, Perry, Rush, Bear, Thetis and Nunivak. The Rush and Nunivak and the Corwin with her barge will take the inside channel from Seattle as far as Cross sound, where they will be rejoined by the Bear. Captain Tuttle taking the outside passage. From Cross sound the fleet will go to Kodiak, from Kodiak by way of the inside islands to Oonalaska, where the boats will scatter according to the orders given by the department.

His Rest Disturbed.

Oregonian May 10
BEHRING SEA PATROL.

Sailing of the Fleet of Cutters Will Be Delayed.

PORT TOWNSEND, Wash., May 9. The sailing of the Behring sea patrol of revenue cutters will be somewhat delayed on account of additional repairs to be made to the 400-ton coal barge to be towed to the mouth of the Yukon river, the contract for which was let today, and also on account of a mishap which befell the Nunivak, which was being towed from San Francisco by the Rush. Word has reached here that the Nunivak encountered severe weather, which caused her seams to open, and it was with difficulty she was towed into Humboldt bay. Captain Hooper, commandant of the Pacific coast fleet of revenue cutters, left here this morning for Humboldt bay to ascertain the amount of damages, and to superintend and hasten repairs.

A mortgage given by the Seattle & San Francisco Railway & Navigation Company to the Metropolitan Trust Company,

NEW YORK JOURNAL, SUNDAY, SEPT. 1899.

ALASKA A PARADISE, AVERS MR. SULZER.



Congressman William Sulzer.

Congressman Grows Enthusiastic in Describing His Experiences in the Northern Territory, and Advises All to Visit It.

Representative William Sulzer returned last week from a two months' trip to the far Northwest and Alaska. He is enthusiastic about the wealth, the climate, the scenery, the mineral resources and the vast future possibilities of that vast district. He spoke in glowing terms about his trip to a representative of the Journal. "Yes," he said, "I was deeply impressed with all I saw in Alaska and the great

Northwest. It has been simply a revelation to me. Alaska is a wonderful country. It is the poor man's paradise, the sportsman's paradise. The people of the country generally, and especially of the East, have no conception of the greatness of Alaska, of its wonderful climate, its magnificent scenery and its wealth of natural resources.

Much of it is practically unexplored or unknown, and nearly all of it is more or less misunderstood, or, perhaps, I should say grossly misrepresented. The time, however, is now at hand, in my opinion, when this vast territory will be developed by American genius, American capital and American enterprise, and make my word for it there will be no more prosperous section in all this progressive land for American brain and American brawn.

Its Scenery Surpassing

"I went to Alaska," continued Mr. Sulzer, "partly on business and partly for pleasure and recreation. For ten years I have never taken a vacation. I am glad I went to Alaska, for in my opinion no American should go to Europe to see the wonders of the Old World until he has seen at least some of the mighty wonders of the New World. There is no scenery in the world that can equal or compare with the scenery in Alaska."

"The purchase of Alaska was a remarkable piece of foresight, and demonstrated the wisdom and the statesmanship of Mr. Seward. In my judgment, next to Thomas Jefferson, Secretary Seward was America's greatest expansionist and annexationist, and in his acquisition of Alaska he pursued better than he knew. We have already realized all that he ever dreamed of or claimed. We have verified over and over again all the wonderful predictions of Senator Charles Sumner in his masterly speech on the purchase of Alaska in the United States Senate in 1867, and half is not yet known."

The scenery of Alaska is beyond description. From north to south and from east to west it is one continuous and yet everchanging panorama of the grandest and most beautiful natural pictures in the art gallery of the universe. Here the eyes of the traveller never tire and the tourist never wearies. It is a country of enchantment, marvellous in its endless variety—a land of magnificent distances.

Its Resources Great.

"The resources of the country are great even in their present development. The door to the commercial and industrial wealth has just been opened. The pioneers have hardly scratched the soil. The vast mineral deposits of gold, silver, iron and coal are just being found, and as yet very little prospecting has been done except for placer deposits. The whole territory seems to be a vast storehouse for mineral wealth—rich beyond the dreams of avarice. The waters are alive with the finest and gamiest fish that swim, and the vast forests abound in game of all kinds.

"The fishing industry is only in its infancy, and yet in five years the value of the fish product from Alaska amounts to more than the price we paid Russia for the whole territory.

Poor Man's Paradise.

"I said Alaska was the poor man's paradise. So it is. It is a saying up there along the coast 'that when the tide is down the table is set.' No one need starve in Alaska. The laziest man in all the world can live there like a prince, especially if he keeps in sight of tidewater, and the coast line of this great territory is over 26,000 miles long, greater in extent, in fact, than all the rest of the United States, and the geographical centre of our Republic is somewhere west of San Francisco in the Pacific Ocean.

"There are vast forests up there, and with proper regulations the supply of timber for the Alaskans will be inexhaustible. There is enough spruce to make wood pulp for all the paper needed for a thousand years. Here, indeed, is the place to start opposition factories and mills to successfully challenge and absolutely defy the Wood Pulp Trust.

Capitalist Is Courtied.

"I said Alaska was the rich man's paradise. So it is. There the capitalist is wanted and is courtied to make developments, improvements and investments that will pay handsome returns and that cannot fail to give large and immediate profits. All that Alaska now needs is enterprise and capital to give the world its richest resources and the greatest returns from its storehouse of wealth.

"I said Alaska was the sportsman's paradise. So it is. There the disciple of Isaak Walton can catch the gamiest fish that swim and not wait long for a bite. The bays and streams abound with salmon, salmon trout, sturgeon, halibut, fresh water trout of all kinds, bass, pike, pickerel and various other kinds of the finny tribe.

"The lover of the woods, the hunter, the true Nimrod, is there in his true element, and with little difficulty can successfully hunt and shoot gizzily bears, black bears, cinnamon bears, panthers, wild cats, wolves, coyotes, foxes, moose, cariboo, deer and all kinds of various fur bearing animals, besides any quantity of game birds of rare plumage. It is indeed the ideal place for the true American sportsman.

"Of course," continued Mr. Sulzer, "Alaska is very sparsely settled, but I never met a more loyal, a more orderly, a

more intelligent and a more law-abiding people in America. I found the people up there in every place I went, kind, courteous, considerate and hospitable. They welcome strangers and travellers to their homes, and never tire of doing all they can for your comfort and entertainment."

"How about the climate of Alaska?" Mr. Sulzer was asked.

"Like many other things regarding Alaska, there is a great deal of misinformation abroad regarding the climate of that territory," said the Congressman. "As a matter of fact, Alaska has a splendid climate. Along the Pacific coast the climate is tempered by the warm Japan current, and there the climate is never very hot nor very cold. South of Sitka, along the coast, the thermometer never reaches zero in winter, and averages about 85 degrees in the summer months. The climate is mild, healthy and invigorating, and all kinds of fruits and vegetables grow in great abundance. In some places the shrubbery and undergrowth have a tropical luxuriance."

Weather Not Changeable.

"The people of Alaska dress in furs and skins as many suppose. In fact they do not feel the heat or the cold as much as the people who live in Washington or Richmond. To the north of Sitka, and almost

westward across the range of the Rockies, however, the winters are colder and longer, and the summers hotter and shorter. But here the air is so pure and dry you do not feel the heat or the cold as much as we do in the City of New York, and the weather is not at all so changeable. You hear no complaints from the people of Alaska about the weather, and once a resident there always a resident. Nobody ever settles there and wants to move away.

"No place in the world is more favored by Providence than Southeastern Alaska. It has no snakes, no poisonous insects and no bugs. It is unequalled as a health resort. To the young man starting out to make his fortune in the world, no better advice could be given than to say, 'Go to Southeastern Alaska.' We are only on the threshold of the future of that vast and magnificent undeveloped land—a trip to whose domain will be a liberal education to every American citizen, and impress him with the mighty possibilities of its future greatness."

Mr. Sulzer was asked how the new code for Alaska, which was passed in the closing days of the last Congress, and which went into effect the first day of last July, operated, and it gave general satisfaction to the people.

"As I said before," he answered, "the people of Alaska are a Christian, law-abiding people. There is very little crime in the territory. The code, as you know, was hastily prepared and rushed through Congress in its closing days. The members knew very little about Alaska. It was an urgent expediency measure, and contained many defects which must be remedied by the next Congress. In a general way, however, it seems to work well and give satisfaction. Nevertheless, with an increasing population, the district must be furnished with a better government. Congress must immediately take up this question, and comply with the wishes of the people who live there. They need more schools, more courts, more peace officers, and a better system of jurisprudence. The country must be surveyed, charts and maps must be made, and light-houses must be built.

"The great drawback to-day in the development of Alaska is the lack of transportation. The officials there are too few and too poorly paid; their number and salaries should be increased, and the money raised by taxation in the district should be spent in and for the district, and not paid into the national treasury. In short, the people of Alaska should have the right to govern themselves, and the only way to vouchsafe them this right is to give them that boon they all desire and demand, 'territorial government.'

"This should be done at once.

To Work for a Change.

When Congress convenes I shall introduce several bills to help Alaska, among them a bill to give them territorial government, like Oklahoma, New Mexico and Arizona, so that they will have local self-government and be represented in Congress by a delegate of their own choosing; another bill to protect the fish and game from being exterminated by the cannery men and the ruthless pelt hunters; another bill to increase the number of public schools and to extend the facilities of popular education; another bill to protect the forests from being destroyed, and several other minor bills.

"I promised the Alaskans I would do all I could for them in Congress, and I shall relax no effort in their behalf. I believe in their country and I believe they should have the right to vote and the inalienable right to govern themselves. The capital, in my opinion, should be changed from Sitka, which is situated on an island remote from the commercial centres, to some more convenient, central and advantageous place on the mainland.

"The people of Alaska have been neglected too long. They have been patient; but patience will soon cease to be a virtue. I trust and hope with them that the President will devote some space in his next annual message to Congress to the urgent needs of the people of Alaska, and that Congress will heed the recommendations. The people of Alaska should not be taxed without representation. This is a fundamental principle of the American Government, and we vindicated that principle and achieved our independence by reason of it in 1776."

"What about the boundary question?" Mr. Sulzer was asked.

Expects Early Settlement.

"The boundary question," he said, "will, in my opinion, soon be settled satisfactorily to both parties. The people on the coast are wrought up about it and hope the Government of the United States will relinquish no part of its domain to Canada. We all know it is the fixed policy of the Government not to cede any of its territory or alienate its citizenship.

"The boundary line is fixed, and, in my opinion, it will remain fixed just as it is. The Canadians want a part of entry to the Yukon district. They can get this by building

ing a railroad on their own land from Fort Simpson in the south-east to Dawson City in the north. If the Washington Administration sacrificed an inch of our territory in Alaska the President could not carry a single Pacific coast State in the next Presidential election.

"The boundary question is the all-absorbing topic of discussion on the Pacific coast, and it seems to me we should never consent to arbitrate our sovereignty or the nationality of our people. The general impression seems to be that the eleventh-hour pretensions of the Canadians, owing to the discovery of gold in the Klondyke, are, to say the least, preposterous."

"There are numerous Indian tribes in Alaska, and I found these Indians honest, peaceable, sober, industrious and comparatively well-to-do. They make considerable money fishing in the Summer time and hunting and trapping valuable fur-bearing animals in the Winter time. They all live in houses in permanent settlements.

"These Indians are totally different in every way from our Western Indians. In fact, an entirely different race. They belong to the Totemic races, and no doubt their ancestors came across the Pacific from Asia by way of the Aleutian Islands. Every Indian village has its display of curious totem poles erected in front of the houses of distinguished Indians. In my opinion, these Indians will never be a burden on the Government, and will never need to be sent to the reservation.

"Let me say in conclusion," said Mr. Sulzer, "that the Sunday Journal is the favorite and popular paper with the people of Alaska. It takes two and three weeks to get there, but its arrival is looked forward to with genuine delight, and it is the household magazine until the next issue is received. The Journal keeps the Alaskan people informed about the outside world, and it is the only New York paper I found in all that vast territory."

LAWLESSNESS AT CAPE NOME.

Washington Star—Oct 23, 1899
Report of Lieut. Jarvis, Commanding the Revenue Cutter Bear.

Captain Shoemaker of the revenue cutter service has received a report from Lieutenant Jarvis, commanding the revenue cutter Bear. The Bear went up the Alaskan coast as far as Point Barrow, and on its way back stopped at Cape Nome, the new gold fields, to which there has been such an immense rush. Lieutenant Jarvis says that typhoid fever is prevalent at Cape Nome, but it is hoped that cold weather will put an end to the disease. The sick list is heavy.

There are hundreds of miners at Cape Nome, and the lawless element is larger than expected. Lieutenant Jarvis will cooperate with the military and other authorities, and bring away as many people as possible. It is thought that there will be sufficient food and fuel for the winter.

Assistant Secretary Day is now in Ohio, and is not expected back until after the election, so that when Secretary Sherman goes away the direction of foreign affairs will be in the hands of the Assistant Secretary. It is argued, if there were any important international crisis.

INDIANS IN ALASKA, 1897

Their Status as Defined by Land Commissioner Hermann.

The status of the Indians in Alaska and their right to take up or hold a mining claim according to the United States mining laws or pursuant to any treaty with Russia at the time of the Alaskan purchase, is discussed in an interesting decision made today by Commissioner Hermann of the general land office. It is held that the right to prospect, locate, enter and receive patent for mineral lands is conferred upon citizens of the United States, and to those who have declared their intention to become such, and this right is based upon the act approved May 17.

As to whether a native born Indian of Alaska is a citizen of the United States, the commissioner cites the case of Waters against Campbell in the United States Supreme Court, which held that Alaska is not Indian country in the usual sense of the term, except so far as the introduction and disposition of spirituous liquors is concerned, and, subject to this restraint, is open to occupation and trade generally.

A former Secretary of the Interior held that under the treaty of March 30, 1867, the uncivilized native tribes of Alaska will be subject to such laws and regulations as the United States may from time to time

the last report... and they were in the vicinity of

adopt. The status of the natives as a race, the commissioner says, has never been defined by statute, nor has their political status been fixed.

The office of Indian affairs has never exercised any jurisdiction over any portion of the inhabitants of Alaska, as Indians. All laws referring to Alaska and its aboriginal inhabitants bore no reference to it as "Indian country," nor to them as "Indians," and the conclusion, therefore, is that contracts made with these people are not required to be approved by any officer of the government, as is essential in other cases between a white man and Indians.

This subject is likely to prove an interesting issue in the next session of Congress. Though similar legislation was defeated at the last session, the recent developments are held to have brought Alaska into condition ripe for representation by a delegate.

WORK OF ALASKAN CONVENTION.

Memorial to Congress Making Many Recommendations for Reform.

A dispatch from Juneau, Alaska, says: The Alaska editorial convention, which has been in session for more than a week, has adjourned. The most important work accomplished was the adoption of a memorial to Congress and the selection of John G. Price of Skagway as a representative to go to Washington in the interest of the people of Alaska.

The memorial to Congress provides for two additional judges of the district courts; a delegate to Congress; probate judges, having, in addition to the usual probate powers, jurisdiction in certain civil and criminal cases; commissioners having the jurisdiction of the justices or the police and magistrates, with like powers for incorporated cities and towns; for education of the white children of the district; for a civil code and a code of civil procedure; for amendments to the criminal code; for a general municipal incorporation law; for the extension to the district of homestead, timber and stone and coal land laws, with provisions for special individual surveys; and for modifications in the mineral land laws to stop the wholesale appropriation by a few individuals of the public mineral lands.

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H. WILHITE, - Business Manager.

October 28th 1899.

THE REINDEER ARE A SUCCESS.

So Says an Old Resident of
the Northern Part
of Alaska.

CAPE NOME ALL RIGHT,

But People Without Means
Should Be Wary of
Going There.

Mr. Hank Summers, for fifteen years a resident of Northern Alaska, was a guest of the officers of the Bear on his way to Seattle, from which place he will go East for the winter on both business and pleasure. Mr. Summers is well known in Alaska, especially the northern portion, and has spent his time there in prospecting, mining, and in the employ of the commercial companies and government. When seen by an ALASKAN reporter Mr. Summers very willingly consented to be interviewed.

"I am very glad to again visit Sitka," he said, "and should like to live in such a beautiful little city, but I have business interests in Nome that prevent me from enjoying such a pleasure.

"Yes, Cape Nome is a great country and I believe will outrival the Klondike. There are now between four and five thousand people there and most of them will winter there. We expect a big rush to Nome in the Spring from all directions. All the country in the near vicinity of Cape Nome is staked off, but there is a vast area of country and other good diggings may be found. However, I would not advise any one to go there, as there will be a great rush and everything will be overdone, as in Dawson. Especially should the man without any means stay away. A man with money could possibly buy some good claims in the spring, but he should be there now in order to be on the ground when spring opens."

Mr. Summers has spent many years in transporting goods in the Northern country, and when asked what he thought of the reindeer experiment said:

"The reindeer are the salvation of that Northern country. I have used all kinds of animals that could be gotten into that country, but I will never use anything else. They are just the proper animal for that country and the government did wisely when it acted on the suggestion of Dr. Sheldon Jackson and secured the reindeer. They are breeding quite rapidly and find an abundance of food. This is a white moss that grows in a barren cold country where there is no other vegetation, and not in a wooded country like Southeastern Alaska. In fact they would not do very well in this part of the Territory."

How do the Natives take to the reindeer the reporter enquired:

"They are more than delighted with them, and why should they not be? They furnish them with the best mode of conveyance they have ever had on land. They furnish them with milk, a luxury they have never had before, the flesh keeps them from starving, while the hides furnish them with clothes. And they know how to handle them also, being much more expert than the Laps. In fact I would not have anyone else to handle them for me, and hire no one but natives. Yes, I cannot say too much in praise of the reindeer. They are a decided success."

Such an account of the reindeer was a great surprise to the reporter, and he mentioned that, without being conversant with the facts in the matter, all the papers in Alaska with the exception of THE ALASKAN had scored Dr. Jackson and the government for bringing the reindeer here, and Governor Brady for favoring the plan, and that one Grand Jury had gone so far out of its way as to endeavor to besmirch the character of Dr. Jackson for his work in securing them, and denounced the experiment as a wilful waste of public money.

"They simply do not know what they are talking about," said Mr. Summers. "They are talking at random. I have been mining and packing along the Yukon, the Bering Sea, Kotzebue Sound and in the arctic circle for fifteen years, and have never found anything so useful for packing, hauling or for food as the reindeer; they are a godsend to the country, and any one who says different simply does not know what he is talking about. Won't you come and have an 'eye-opener?'"

No, thank you, said the reporter, your information has been considerable of an eye-opener. I had a faint idea that the Swineford Grand Jury knew something about reindeer, but I was evidently mistaken.

Mr. Summers certainly knows whereof he speaks, and such testimony should put to shame the people who have been harping about something of which they were entirely ignorant. Mr. Summers is not a missionary nor a government official, but made the above statement of his own free will in the course of a casual conversation.

FOR TRIAL IN JUNEAU

*The Alaskan*The Bear Brings a Number
of Prisoners and

Witnesses,

*Sitka Alaska*J. Homer Bird, the Yukon
Murderer Is One of
the Party.*Oct 28 1899.*

The U. S. Revenue Cutter Bear brought down seven prisoners and nine detained witnesses from St. Michaels to Sitka. They were in charge of Deputy U. S. Marshal C. W. Bawter, and are to appear for trial in the U. S. District Court at Juneau next month. Among these prisoners are

FOUR MURDERERS.

Some of these men are desperate characters and are kept in shackles all the time. Four are Esquimo Indians, and one a white man.

J. HOMER BIRD

The white murderer, is the man, it will be remembered, who killed two men near Anvik, a small settlement on the Yukon river, on September 26th or 27th, 1898, as was reported in THE ALASKAN shortly after the arrival of the first mail from there this spring. The plot concocted by Bird was one of the most diabolical ever conceived. In brief it was as follows: The plot was planned in New Orleans and nurtured during a trip from that place to the Yukon. A party of five, consisting of Bird, Charles Sheffler, J. H. Hurlin, R. H. Patterson and Norma Strong started from New Orleans for Dawson.

This party proceeded up the Yukon in their own steam launch and a barge with a complete outfit. The woman, who is now here detained as a witness, went as Bird's wife and Sheffler's sister, but the relationship is doubted by those who know the parties. It was their plan to be up the river in the Spring as far as Dawson. Once there the woman, who is very fine looking, would inveigle the unwary Klondiker with his season's cleanup to the launch, where the men would do the rest. The scheme was a bold one and was not beyond such a man as Bird. It did not mature however.

The party proceeded up the river eighty-five miles above Anvik,

where they had to stop on account of ice forming on the river. At this place there was some dissention in the crowd, and Hurlin and Patterson asked for a division of the supplies, saying they would cut wood during the winter and live by themselves. Bird objected and a quarrel ensued. Sheffler was not in sympathy with Bird and sided with the two men. This trouble, increased by jealousy on the part of Bird, resulted in a climax next day, when Bird shot Hurlin and Patterson in the back while they were eating breakfast, and without any altercation whatever. Hurlin was killed instantly and Patterson lingered along until April 8th of this year, when he died.

Sheffler and the woman escaped the wrath of Bird, and were so terrified that not a word was said about the shooting for several months. Finally those living in the vicinity enquired after the men, and Rev. John W. Chapman, an Episcopal clergyman at Anvik, was told of the sickness of Patterson, whom he had met as he passed up the river a few months before. Mr. Chapman determined to visit the sick man, and together with Mr. Wallace W. Blair, Special Deputy U. S. Marshal at Anvik, journeyed some eighty-five miles over the ice and snow in dog teams to reach him. They found Patterson suffering greatly. He earnestly asked to be taken to the Episcopal mission at Anvik, and these two heroic men took him on their sled, under great difficulties, to the minister's home, where he had the best of care until his death. After arriving at Anvik the wounded man told his story to the clergyman and Marshal and the authorities at St. Michaels were notified and officers sent to the scene and the murderer arrested.

Sheffler stood by his sick friend and nursed him day and night while he was in the cabin, but lived in such dread of Bird that both he and the woman were afraid to say a word to anyone in regard to the affair, fearing that Bird would kill them should they do so.

Bird claims he killed the men in self defense, but this he cannot prove. He was taken before Judge Shepard at St. Michaels and bound over to the District Court.

NATIVE MURDERERS.

Shuk-Kak is charged with killing three men on Kings Island this spring. He is a wicked looking man and was known as the worst

Native in the Northwest country. He was arrested by Lieut. Bertholf by order of Capt. Jarvis and brought here, where a complaint was filed in Commissioner Tuttle's Court against him, and he plead guilty to killing the three men. He was bound over to appear next month before the District Court. Last year during a quarrel a member of his tribe held a knife under his nose, which according to Indian custom means that the one committing the insult will some day kill the other party. Shuk-Kah remembered this insult and in a drunken row this spring killed the native who had insulted him. In order to observe the custom of his tribe, which has been in vogue for centuries, he also was in duty bound to kill all the near male relatives of his victim. This he did, killing the father and uncle of the man he murdered.

Another is Aseruk, said to have killed a white man near Cape Prince of Wales this year. The white man was hunting in company with Aseruk and another Esquimo. They had a quarrel, and as the white man was getting out of the boat it is supposed that Aseruk killed him, but the native claims that the man's gun fell out of his hands and accidentally killed him. The other Indian was detained by the government as the only witness to the affair, but just before the party left St. Michaels he became so frightened that he committed suicide and there is now no witness against Aseruk.

Nubarloo, another native, killed a boy in a quarrel, near Cape Nome this spring. Very little is known about the tragedy and will not be until the trial takes place.

OTHER PRISONERS.

Victor Emmons, a soldier, is held for rape, committed on an Esquimo woman who was a detained witness, and whom he was guarding. The woman and her mother were in a room together and Emmons, instead of protecting them, committed the deed in the presence of the mother.

Wm. Daily was sentenced to six months in Jail by Judge Shepard for selling liquor to Indians.

T. J. Langston was sentenced from the same court for a like period for assault. Langston has a broken arm, which was caused by a shot wound accidentally received a few weeks ago at Cape Nome. Dr. Fitts and Mr. Syd McNair set the arm and he will undoubtedly soon regain the use of it.

NATIVE ESQUIMOS.

In the crowd of criminals and witnesses are eight Esquimos: four men, three women and a boy. They are a small and not bad looking race of people, and the boy appears to be very bright. Dressed in their clothing of furs and skins they attracted much attention on the streets when they arrived here. After testifying before the Court at Juneau they will probably be brought back here and kept at the Training School until spring, when they will be returned to St. Michaels.

The Esquimos are said to be a truthful and honest class of people and were never known to steal or lie before the "civilizing influences" of the trader and demijohn went into the country and corrupted them.

These natives are from Kings Island near Cape Nome and live in caves on this small rocky island, subsisting by hunting and fishing. It is almost impossible to land on the island on account of the rugged coast. When a party wishes to leave the island he with his bidarka is taken to a cliff, the man takes his seat with his paddle in his hands. Men then stand by and when a heavy sea breaks over the rocks below, they seize the boat and cast it with its occupant into the sea and he paddles away. So expert are these natives in handling a boat that they seldom capsize or have an accident. There are about 150 people in this tribe of natives and they are probably the only Esquimo cave dwellers in Alaska. They have nothing but drift wood for fuel, the island being entirely bare of timber, and consequently have but little fire.

BACK FROM ALASKAN PORTS.

Revenue Cutter Bear's Cargo of Sick and Destitute Prospectors.

Seattle, Wash., Oct. 31.—After a cruise in Alaskan waters as far north as Point Barrow, the United States revenue cutter Bear, Capt. Jarvis, returned to Seattle to-day. She had sixty-odd sick and destitute prospectors gathered up at various northland points.

At St. Michaels, which point she left October 8, the Bear took on board ten United States prisoners, five of whom are accused of murder, and conveyed them to the United States penitentiary at Sitka.

Fifteen men who had been ordered out of Cape Nome by the authorities were brought to this city by the Bear. They are accused of no particular offense other than they had no visible means of support or were regarded by Cape Nome authorities as desperate characters.

The Bear called at St. George, on the coast of which the steamship Laurada has beached. Capt. Jarvis says the Laurada's upper works are nearly all gone, and he thinks it improbable that the vessel can be saved in anything like entirety.

MUCH SICKNESS AT CAPE NOME.

Typhoid Malaria and Other Diseases Result of Lack of Drainage.

SAN FRANCISCO, Oct. 30.—The steamer Bertha arrived from St. Michael to-day with 380 passengers and \$2,250,000 in treasure. Two millions of this is consigned to the Alaska Commercial Company and the rest divided among the passengers. One or two passengers have as high as \$30,000.

According to the stories of the passengers hundreds of men at Cape Nome are ill with typhoid malaria and other diseases. The hospitals are filled with patients and there have been as many as six deaths a day. The fever is due to lack of drainage and poor drinking water.

Post.

Nov. 27. 99

THE WASHINGTON

COLD THERE FOR ALL

Postmaster Wright Talks of Riches of Cape Nome.

GREAT CHANCE FOR THE POOR MAN

Beach Fairly Glistens with the Precious Metal and No Man Who Wants to Work Makes Less Than \$25 a Day—Expensive Machinery Is Not Required—Sudden Increase in the Population—Will Be Short of Supplies During This Winter.

A quiet, keen-eyed man approached The Post man in the corridor of an up-town hotel the other night with the following query: "Do I look as if I was a liar?"

"Not on your life," replied the scribe. "And I don't look as if I was a bunco steerer, a boomer of Western real estate, a shell game man, or a grafter?" pursued the stranger, who was putting leading questions so fast that it would have required a court stenographer to take them down.

"Not a bit of it," cheerily replied the reporter. "You look like a returned missionary, a statistician, a gentleman, and a scholar, all in one."

"Well said, my child," commented the keen-eyed man. "My name is G. N. Wright. I am postmaster at Nome, Alaska. I want to tell you a fairy tale that is true, and I want you to believe it. Excuse the style of introduction, but I wanted to see what manner of man you were before I poured into your ear the most wonderful story that ever startled human being. I was made postmaster at Nome, not far from Cape Nome, on the 4th of last July. There was a population of several hundred at the time, which soon increased to about 2,000. When I went there I had heard some talk about great placer deposits, but I had heard that before, and I paid little attention to it."

Greatest of Poor Men's Camps.

"Soon the fact was forced upon me, and I was compelled to believe, whether I wanted to or not. I came to the conclusion that Nome was the greatest 'poor man's camp' ever discovered. Aside from the fact that gold is everywhere, it is so easily mined that expensive machinery is not required, and one man has as good a show as another.

"Imagine, if you can, a strip of sandy beach which will pan out from \$25 to \$500 per day. The water from the ocean is used to wash out the auriferous particles, and there is a chance for every one. Of course there is a strip along the beach about 100 feet wide that belongs to the government for a roadway. But this can be leased from the Department of the

Interior, and as it is, it is being worked by those who are in need of ready money for the necessities of life. About eight months ago a crowd of 2,000 miners came in dead broke. They had lost everything they had in the Copper River country, and the free gold on the beach was a godsend.

"I have never seen any one who wanted to work clean up less than \$25 per day. There were times when rich pockets would be struck, and the labor of a few hours would pay \$500. Of course this panning by the small pan is not the quickest way to get out the gold. Many of the miners improvise these big hand rockers and jig out two or three tons of earth a day. The top is skimmed off the sieve, and the heavy particles and the gold sink to the bottom. This is then separated by panning or by the use of quicksilver, more dirt being handled in this way.

Harder to Reach on Tableland.

"Farther up from the shore line one comes to a tableland, which is called the 'tandra,' the name being presumably of Russian origin. Here gold is plentiful, but it is harder to reach. After one digs through the soil in sinking the shaft the ground is very mushy and hard to hold. Bedrock is struck at depths varying from thirty feet to more. The best time to work this is, of course, in the winter time, when it is frozen, but one does not have the trouble that is experienced in the Klondyke. In the first place the climate is not nearly so cold. The Japan current does not allow the temperature to reach the frigidity of the interior by twenty degrees or more.

"The tundra is bound to become one of the greatest gold centers that the world has ever seen. California in her palmy days was never equal to what it will be within the next year. Machinery can be put up there, and with the almost universal distribution of the precious metal, it can be worked in vast quantities, and it will be another Treadwell mine, only richer, and without the necessity of putting in stamp mills.

"Up in the hills mines have been discovered and have been worked for several seasons. Water is found in the Nome and Snake Rivers, and innumerable other smaller streams. One of them has had eight men at work in the past year, and it has turned out over \$250,000 net. When machinery is put in there is absolutely no limit to the profits that will result. Claims are being taken up all along the hills and over the tundra, and one man has as good a chance as another. It takes but little time and money to find out the value of a claim. If it does not pan out what it should to satisfy the miner's dreams, there is plenty of land left for him to stake out.

Will Be Short of Supplies.

"Of course there are disadvantages, especially for those who are there now. There had been so many gold scares that no one paid any attention to this one. The big steamship companies along the Pacific coast argued that they had been beaten so often in the past that they would let this one alone. There are almost no supplies up there now, and the ocean freezes for eight miles out in the cold season. It would be impossible for supplies to reach the miners now. In the spring things will be different. I have no doubt that by the 1st of July there will be 100,000 men in there crazy with the lust of gold. It has been noised about that Nome is the greatest poor man's camp the world has ever seen, and there are plenty of men of small means who are hunting for easy money. If the camp required the expenditure of a large sum for machinery, the case would be different, but a man can pay expenses from the very first day. The dirt will turn out from 50 cents to \$1.50 a pan, all over the tundra and the beach. It seems to have been the result of a glacial movement, and the placer mining will surprise the most enthusiastic of the forty-niners."

Mr. Wright showed some of the gold which he had brought with him, and its extreme richness excited a great deal of comment among those to whom it was shown. Mr. Wright had just arrived from the Nome district, and his statement is about the first one that has any great degree of authenticity. Some stories reached this country during the early part of the year, but such wild assertions were made that they were considered as having little foundation.

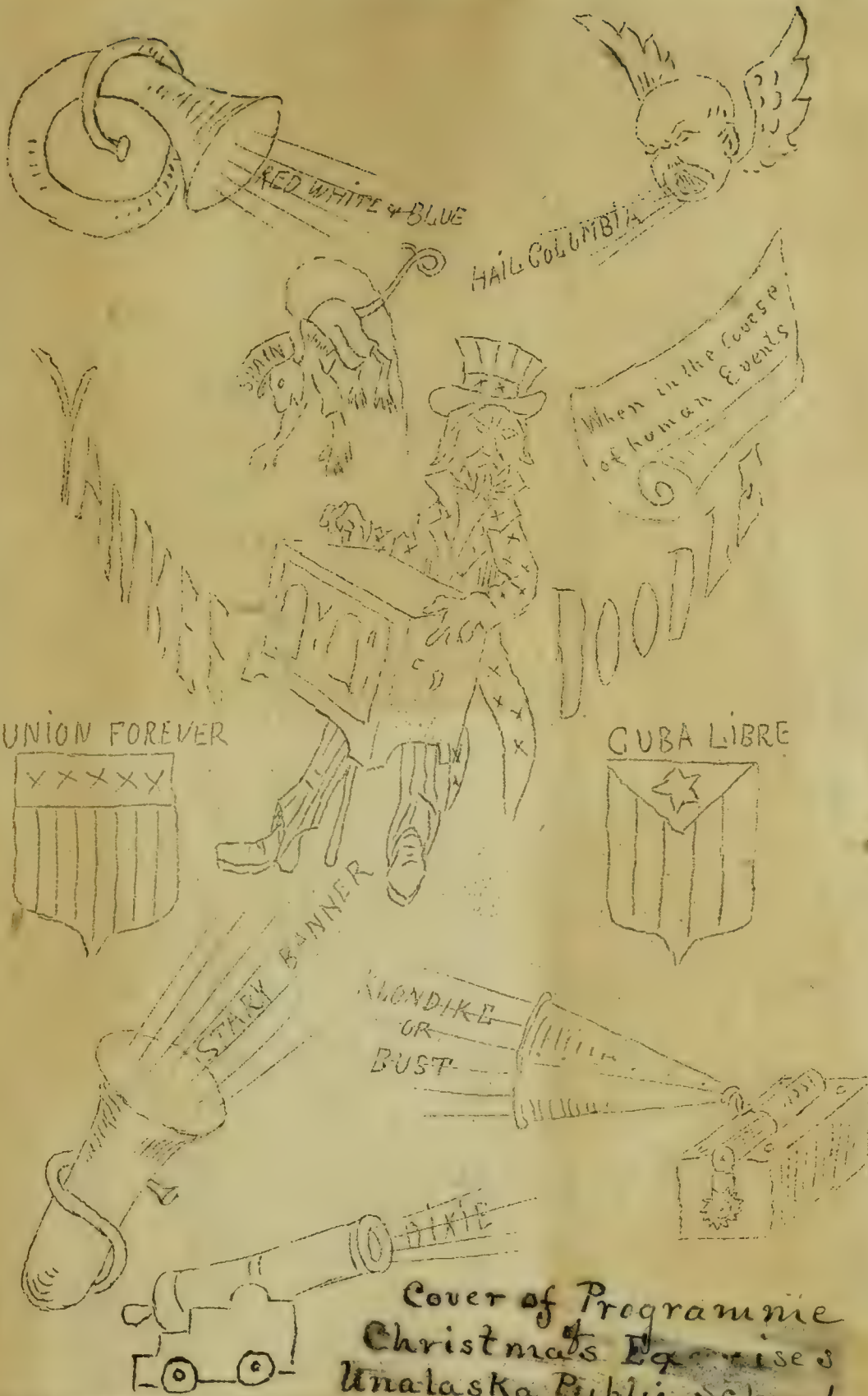
The Report of Dr. Sheldon Jackson, General Agent of Education in Alaska. It Has Passed the Experimental Stage.

In the report concerning the Eaton station, Dr. A. N. Kittilson, Supt: of the Reindeer stations in Alaska, speaks very encouragingly of the enterprise and predicts that it will prosper, if properly handled. This report is dated in 1898 and at that time estimated the number of reindeer at Eaton station at

A few weeks ago, the Rev. Father Rene, of Juneau, made us a call. He had just returned from a trip to St. Michaels, Cape Nome and Yukon river points, in the interest of the missionary work connected with his church in Alaska and the great Northwest. We took occasion to ask the eminent divine as to what he thought concerning the usefulness of the reindeer in Alas-

These animals were first introduced for the purpose of aiding the Esquimaux and to prevent them from want and hunger, but we believe that in a few years the people will wonder how they ever got along without them, and that they will not only be useful for food in time of great need in the far Northwest, but that for many other purposes they will be found a most helpful auxiliary in prospecting the as yet untraversed portion of Alaska.

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ALASKA LICENSE TAXES.

P. J. Seattle

SCHEDULE IS FIXED IN SENATOR PERKINS' BILL.

Feb 15. 1900

Other Bills Introduced by the Same Senator Provide for Fish and Game Regulations—Agent to Be Appointed to Carry Out the Law.

WASHINGTON, Feb. 10.—Senator Perkins' three bills amending the criminal code of procedure and providing fish and game laws for Alaska have been very carefully drawn, and if they do not pass as separate measures, will undoubtedly contribute many of the best features to some general Alaskan legislation before the close of the session.

It make so many changes in the amount of licenses now paid under existing law that a complete schedule will be of interest to every resident of Alaska. The sum of money given in each case is the annual license fee:

"Abstract offices, \$50; banks, \$250; boarding houses having accommodations for ten or more guests, \$15; brokers (money, bill, note and stock), \$100; billiard rooms, \$15 per table; bowling alleys, \$15; breweries, \$500; bottling works, \$200; cigar manufacturers, \$25; cigar stores or stands, \$15; drug stores, \$50; public docks, wharves and warehouses, 10 cents per ton on freight handled or stored; electric light plants furnishing light or power for sale, \$300. Fisheries: Salmon canneries, 4 cents per case; salmon salteries, 10 cents per barrel; fish oil works, 10 cents per barrel; fertilizer works, 20 cents per ton. Freight and passenger transportation lines, propelled by mechanical power registered in the district of Alaska, and not paying license or tax elsewhere, \$1 per ton on net tonnage, custom house measurement, of each vessel. Gas plants, for heat or light, for sale, \$300; hotels, \$50; halls, public, \$10; insurance agents and brokers, \$25; jewelers, \$25. Mines: Quartz mills, \$3 per year. Mercantile establishments: Doing a business of \$100,000, \$500; doing a business of \$75,000, \$375; doing a business of \$50,000, \$250; doing a business of \$25,000, \$100; doing a business of \$10,000, \$50; doing a business of under \$10,000, \$25; doing a business of under \$4,000, \$10. Meat markets, \$15. Manufactories not enumerated herein, same classification and license charges as mercantile establishments. Physicians, itinerant, \$50; planing mills, when not part of a sawmill, \$50; pawnbrokers, \$300; peddlers, \$25; patent medicine vendors (not regular druggists), \$50; railroads, on each mile operated, \$100; restaurants, \$15; real estate dealers and brokers, \$50. Ships and shipping: Ocean and coastwise vessels doing local business for hire plying in Alaskan waters, registered in Alaska, and not paying license or tax elsewhere, on each ton, custom house measurement, of each \$1; sawmill, for each 1,000 feet sawed, \$0.10; steam ferries, \$100; toll road, or trail, \$200; tobacconists, \$15; tramways, for each mile or fraction thereof, \$10; transfer companies, \$50; taxidermists \$10; theaters, \$100."

THE ESKIMO'S HOME.

tate dealers and brokers, \$50. Ships and shipping: Ocean and coastwise vessels doing local business for hire plying in Alaskan waters, registered in Alaska, and not paying license or tax elsewhere, on each ton, custom house measurement, of each \$1; sawmill, for each 1,000 feet sawed, \$0.10; steam ferries, \$100; toll road, or trail, \$200; tobacconists, \$15; tramways, for each mile or fraction thereof, \$10; transfer companies, \$50; taxidermists \$10; theaters, \$100."

Clerk to Issue Licenses.

Section 463 of the Alaska criminal code is to be amended to read as follows: "That the licenses provided for in this act shall be issued by the clerk of the district court or any subdivision thereof in compliance with the order of the court or judge thereof duly made and entered; and the clerk of the court shall keep a full record of all applications for license and of all recommendations for and remonstrances against the granting of licenses, and of the action of the court thereon: Provided, that the clerk of said court and each division thereof shall give bond or bonds in such amount as the secretary of the treasury may require and in such form as the attorney general may approve, and all moneys received for licenses by him or them under this act shall be covered into the treasury of the United States, under such rules and regulations as the secretary of the treasury may prescribe."

Section 463 it is proposed to amend by adding these words: "And provided further, that all moneys collected as a license upon the liquor traffic as herein provided shall be set aside and devoted to the maintenance of the public schools of the district of Alaska."

Fish and Game Regulations.

The provisions of the California senator's bills relating to the salmon fisheries and the protection of game were given very briefly at the time of introduction, but discussion of the measures brings out some other features. In the first place it strikes out nearly all of that portion of the criminal code which related to the salmon fisheries, and the following provisions substituted:

The erection of dams, barricades, fish wheels, fences, traps or any such fixed or stationary obstructions in any of the rivers, streams or waters of Alaska, and the fishing for or catching in Alaska of salmon, in any manner, or by any means, with the purpose, or result of preventing or impeding their ascent to the spawning grounds, is declared to be unlawful.

The secretary of the treasury is authorized and directed to remove all obstructions declared by this act to be unlawful, and to establish such regulations and provide such surveillance as may be necessary for the enforcement of this act.

It shall be unlawful, the bill further provides, to fish for, catch, or kill any salmon of any variety except with rod or spear above the tide waters of any creek or river of less than 500 feet in width in the district of Alaska, except only for the purpose of propagation.

It shall be unlawful to lay, or set any drift nets, gill nets, set net, pound net, seine, or trap, for any purpose, across the tide waters of any river or stream for a distance of more than one-third of the width of said stream, or to lay or set any seine or net within 100 yards of any other seine or net in said river or stream.

It shall be unlawful to take, kill or fish for any salmon in any manner or by any means in any of the waters of Alaska, except Bering sea or the waters tributary thereto, from 6 o'clock Saturday evening until 6 o'clock Monday morning; or to fish or catch or kill in any manner or by any appliance except rod or spear, any salmon in any stream of less than 100 yards in width between the hours of 6 p. m. and 6 a. m. of the following morning of each and every day of the week.

May Establish Close Season.

The secretary of the treasury may, in his discretion, set aside any stream as spawning grounds, in which no fishing shall be permitted; and when, in his judgment, the result of fishing operations on any stream or the approaches thereto indicate that the number of salmon taken is larger than the capacity of the stream to produce, or that the extent of the fishing operations thereat prevents a sufficient ingress of salmon to the spawning grounds, he is authorized to establish weekly closed seasons, to limit the duration of the fishing season, to prescribe the volume of the catch at such places, or to prohibit fishing entirely for such period as may appear necessary for the fishing grounds: Provided, That such powers shall be exercised only after all persons interested shall have been given a hearing, of which hearing due notice shall be given: And provided further, That it shall have been ascertained that the persons engaged in catching salmon in the stream sought to be closed do not maintain salmon hatcheries of sufficient magnitude to keep such streams fully stocked.

The operation of this act shall extend to all the territorial waters of Alaska, including tide waters, lagoons, bays, coves, straits and the beach approaches to rivers and streams.

strip of whalebone, double

No person or corporation shall engage in the business of salmon fishing in the waters of the district of Alaska without the permit hereinafter described, and no cannery or saltery shall be established in said district without said permit. Such permit may be issued by the secretary of the treasury, in his discretion, upon application setting forth the proposed location of said fishery, cannery, or saltery, and the proposed capacity of said cannery or saltery: Provided, That persons and corporations engaged in said business before this act shall have taken effect, and canneries and salteries now established in said district, shall be exempted from the operation of this section.

The secretary of the treasury may, in his discretion, require the erection and maintenance of a salmon hatchery, of suitable capacity, at any fishery, cannery or saltery in the district of Alaska, said hatchery to be erected and maintained by the person or corporation operating said fishery, cannery or saltery.

All persons engaged in salmon canning, salting or smoking, or in the taking of codfish or halibut as a business, or in the manufacture of fish oil or fish phosphate fertilizers, in the district of Alaska, shall make a detailed annual report of such business to the agent of the treasury for the salmon fisheries, covering such facts as may be required by him for the information of the secretary of the treasury.

It shall be the duty of every person, corporation or company engaged in the business of canning or salting salmon or manufactured fish oil or fish fertilizer in the district of Alaska to submit to the clerk of the court for said district, on or before the 1st day of January of each year, a sworn statement of the business done by such person, corporation or company during the year preceding the date on or before which such sworn statement is required to be submitted. Such statement shall set forth the number of cases of salmon canned, the number of barrels of salmon salted, the number of pounds of cod or halibut taken, the number of barrels of fish oil manufactured and the number of tons of fish fertilizer manufactured by such person, corporation or company during the period covered by such sworn statement.

One agent with a salary of \$3,000 and an assistant at \$2,000 are to be appointed by the president and confirmed by the senate to enforce the foregoing provision. The maximum penalty for violation of the act is a fine of \$5,000 and ninety days' imprisonment at hard labor. An additional fine of \$250 a day shall be imposed for each day that any dam, barricade, fish wheel, fence, trap or other stationary obstruction is maintained.

ALASKA PEOPLE AROUSED.
P. J. Seattle
INSIST THAT THEY SHOULD ELECT THEIR OWN DELEGATE.
Feb 15, 1900

A Mass Meeting to Protest—Resolutions Adopted That John G. Price Is the Only Accredited Representative of Alaska at Washington.

"We, the undersigned citizens of Alaska and of the United States, learn with regret that Congressman Knox has agreed to postpone the presentation of his bill to give the district of Alaska a delegate in congress, to be elected by the people of Alaska, and we therefore most emphatically protest against the passage of the Grout bill, or any similar measure designed to rob the taxpayers and citizens of this district of their right to elect their own delegate to congress, and hereby solemnly declare that we would prefer to leave our affairs in the hands of congress itself, rather than to have a delegate chosen by an appointee of the government from among the appointees of the government."

The foregoing petition was adopted at a mass meeting of citizens of Skagway, February 3, and is being widely circulated for signatures. The meeting was called to take action on the reported position taken by Gov. Brady before the congressional committee investigating the legislative aid Alaska needs, and the Grout bill. In addition to the adoption of resolutions stating this sentiment, there was a discussion of the action of the government holding that he was not fully attending to the needs of the district he represented. The resolutions were for moving the capital from Sitka.

The statement that Mr. Knox had agreed to hold back his bill providing for the election of a delegate from Alaska next fall in favor of the Grout bill awoke great political interest at Skagway. The chamber of commerce appointed a committee to proceed to Juneau and confer with citizens there. But this committee missed the boat, and then there was a clamor for a mass meeting without waiting for Juneau. This was called by the chamber Saturday night, February 3, and a large crowd attended. President Keller, of the chamber, was elected chairman.

Gov. Brady and Taxes.

Gen. Turner, formerly of Seattle, stated that one of the visiting members of congress had said that, but for Gov. Brady, there would have been no Alaskan tax except on saloons.

As soon as the resolutions were passed a motion was made that they be wired to John G. Price, the representative of Alaska in Washington, and immediately a collection was taken up to pay the cost of the telegram.

The meeting expressed its approval of the bill for lighthouses for Alaska, and the bill providing that coal lands may be located in a similar way to placer grounds. It also adopted a resolution to congress, which is now being circulated all over Southeastern Alaska for signatures.

The resolution contains a long preamble reaffirming the proceedings of the convention held at Juneau October 9 to 19, 1899, which were briefly as follows: For the division of Alaska into three judicial districts; for fixing Juneau as the permanent residence of the judge of that district; for the establishment at Skagway of a deputy clerk of the United States district court; for the enactment of a civil code, based on the Botkin code; for various amendments to the criminal code; for making provision for the incorporation of municipalities; for providing a common school system. At this convention John G. Price, of Skagway, was unanimously elected to go to Washington to represent the people in their stated needs.

Influence to Thwart.

The resolution continues: "Whereas, It has become a well known fact that great influence is being brought to bear by interested parties not only to have the capital of the district retained at Sitka, but also to prevent the permanent establishment at Juneau of the seat of justice, and generally to thwart the wishes of the people of Alaska and to minimize or entirely nullify the work of said convention;

"Whereas, There is now pending in said congress a bill known as the Grout bill, being house bill No. 1053, entitled 'A bill providing representation in congress for Alaska,' read twice and referred to the committee on territories, which said bill delegates to the secretary of the interior the power to designate the governor or clerk of said district of Alaska to appear before congress as a quasi delegate to represent the interests of said district; therefore be it

"Resolved, That it is the sense of this mass meeting that we cannot too strongly impress upon the members of congress and all having authority over said district, or interested in its welfare, that said convention, so held as aforesaid, was composed of delegates duly elected by the votes of the people; that said delegates were representative men, all living in Alaska, acquainted with its needs, identified with its interests and solicitous for its prosperity, and that the legislation asked for by said convention is appropriate, just and wise and ought to be enacted.

Mr. Price Only Authority.

"That said John G. Price is the only person who has been clothed with even a shadow of authority by the people of Alaska to speak for or represent them in Washington.

"That to allow Sitka to remain as the capital of said district, or as the location of the government land office, or as the seat of justice, would be nothing short of a crime against our people.

"That said town of Sitka is inaccessible for two-thirds of the year, except by one semi-monthly steamer plying between Seattle and Sitka, and is remote from the main traveled waterways; that to continue to compel litigants, lawyers, jurors, witnesses and persons having business with the executive officers or the land office to journey to Sitka for the transaction of business is to continue a state of affairs resulting in needless expense, loss of time, annoyance and inconvenience, and, in many instances, to a denial of justice and the deprivation of substantial rights.

"That Alaska is of right entitled to and ought to have a delegate in congress; that her population, resources and diversified in-

dustries entitle her to such recognition; that such delegate should be elected as the delegate of regularly organized territories are elected, to wit, by the voice of American citizens resident in Alaska.

"That said house bill No. 1053 providing as it virtually does for the delegation to the secretary of the interior of the power to name a delegate in congress to represent Alaska is un-American; and we, as American citizens, protest against its enactment into law."

FEBRUARY 15, 1900.

Post-Intelligencer

BILL FOR ALASKA

CIVIL GOVERNMENT.

Post-Intelligencer
Senate Committee Finishes

Its Long Task.

Seattle-Wash.
SOME OF THE DETAILS.

No Municipal Governments and No Delegate to Congress.

It Is Believed to Be Practically the Measure Which Will Become a Law, and With a Few Exceptions It Meets the Wishes of the Alaskans at Present in Washington—The Fight Over the Vacant Alaska Judgeship Bids Fair to Throw the Appointment Into the Hands of a Resident of the East.

WASHINGTON, Feb. 6.—A bill establishing a civil government in Alaska, and providing a complete code of laws for that territory has been agreed to by the subcommittee of the senate committee on territories, and will be reported to the senate tomorrow or Friday. As it is the product of the work of the committee during nearly the entire last session of the last congress and thus far of the present one, it embodies some very important legislation, and is believed to be practical at this time what will become law.

No Delegate in Cor

It brings disappointment to many friends of Alaska now here, in that it does not allow the territory a delegate in congress, or the right to establish municipal governments throughout the territory. Delegate Price stated this afternoon that otherwise it was a very satisfactory bill.

Some of Its Features.

It changes the capital from Sitka to Juneau, establishes three district courts, with three judges, marshals, clerks and district attorneys. The places of holding court will be Juneau, St. Michael and Circle City. It extends the power of the governor and of United States commissioners; creates a surveyor general, ex officio secretary of the district, instead of the clerk, and provides for ten United States commissioners, to be appointed by the president, with as many more commissioners as may be needed throughout the district.

to be appointed by judges. It establishes an insane asylum, which experience has shown is much needed, and provides for ex officio recorders in various sections. In some cases commissioners will act as recorders, in others the clerks will act.

Coal Lands and Public Surveys.

A bill prepared by Delegate Price will be introduced by Representative Jones, extending to Alaska United States laws relating to coal lands and public surveys.

Senator Turner introduced a bill today providing that the claim of the band of Chinook Indians for moneys collected and deposited by the United States in the treasury from the sale of lands belonging to these Indians be referred to the court of claims.

Transportation of Washington Dead.

Senator Foster, on behalf of the state authorities, endeavored to procure from the war department permission to take the bodies of the Washington volunteers upon their arrival in San Francisco in accordance with the provisions of the act of the last legislature, which appropriated \$10,000 for their burial.

The secretary of war today declined to permit the state authorities to take possession of the bodies, but reiterates his willingness to transport, at government expense, to any part of the state any corpse claimed by the nearest relative or legal representative, and says the state authorities can then take charge of the bodies and give them such burial as may be desired.

Cutting Down Forest Reserves.

The matter of excluding three hundred thousand acres of land from Olympia forest reservation in Clallam county and two hundred thousand acres in Jefferson county is being favorably passed upon by the commissioners of the general land office and is now before Secretary Hitchcock for approval. The indications are that this half million acres will be restored to the public domain. It will include practically all valley lands suitable for agriculture, and legislation will be enacted giving settlers three months' preference right to take up these lands over scrip holders.

Applicants for Alaska Judgeships.

The excessive number of applicants for Alaska judgeships delays the appointment of a successor to Judge Johnson. Nearly all the Coast senators agree that some Eastern dark horse will get the job. California has at least half a dozen candidates. The Oregon senators have united on Judge Hunt, of Southern Oregon, while the Washington delegation has not decided between the three leading candidates—Judge Humes, of Seattle; Judge Wickersham, of Tacoma, and ex-Congressman Hyde, of Spokane. Senator Shoop, of Idaho, is backing Judge Stewart, who was connected with the miners' trial at Wardner.

FACTS CONCERNING

ALASKA AND FINLAND.

Seattle Post-Intelligencer

Two Countries Compared for
Agricultural Purposes.

March 1st 1900.

PROGRESS OF THE LATTER.

Cited as Proof of Capabilities of
American Territory.

Lying Between Similar Parallels
of Latitude and With Like Cli-
matic Conditions, It Is Argued by

Agricultural Department That What Can Be Done in Finland Could and Should Be Done in Alaska—Congress Informed of What Has Been Done to Develop the Latter and Asked for Aid.

WASHINGTON, Feb. 22.—The agricultural department is very anxious to continue its work of proving that Alaska is an agricultural territory, and that settlers there can raise their own vegetables and provisions of all kinds; that with proper cultivation of the soil of Alaska it will not be necessary to import anything with which to feed the large population in the mining camps. The department is now urging upon congress the necessity of additional appropriations at this session, in order to carry on the work of its experimental stations. It has prepared a long statement showing the agricultural possibilities of the northwest territory, and comparing it with Finland.

The figures given for the latter country regarding the amount of the various crops produced are very interesting. This statement first gives a number of statistics concerning Finland, and is followed by the facts, so far as is known from an agricultural standpoint, regarding Alaska. It is here given in its entirety, as presented to the committee on agriculture in the house.

Facts Concerning Finland.

Area—Finland has an area of 144,221 square miles. Of this 12 per cent. consists of inland lakes.

Boundaries—The southern boundary is in latitude 60; northern boundary, latitude 70. Alaska's southern boundary, 54.30; northern boundary, 70. Latitude 60, the southern boundary of Finland, runs across Cook inlet and the coast of the northernmost bend in the Gulf of Alaska, leaving all of Southeastern Alaska and all of the peninsula of Alaska to the southward.

Population—In 1895 the population of Finland was 2,520,437.

Crops—In the year 1895 Finland had the following among its leading crops:

Wheat, bushels	146,870
Barley, bushels	6,117,402
Flax, pounds	3,561,615
Oats and barley, mixed, grown for feed, bushels	449,537
Rye, bushels	13,254,842
Oats, bushels	18,811,839
Hemp, pounds	1,466,682
Buckwheat, bushels	82,581
Peas, bushels	425,250

Live stock in 1895—Horses, 300,650; cattle, 2,396,183; sheep, 1,067,334; hogs, 197,356.

For each thousand persons, Finland had in 1895 119 horses, 559 head of cattle and 423 sheep.

Exports.

Oats—For the five years, 1891-1895, inclusive, Finland exported yearly on an average 1,396,200 bushels of oats. It appears that oats is the only grain they have exported.

Live stock—During the same period of five years Finland exported a total of 20,837 horses, 62,628 cows and calves, 7,896 sheep and 62,582 hogs.

Dairy products—During the same period of five years Finland exported 113,743,216 pounds of butter, which is an average yearly export of 22,750,000 pounds in round numbers. In the same period of five years the exports of cheese amounted to 1,972,185

pounds, or nearly 400,000 pounds as a yearly average. During the same period of five years Finland exported nearly 2,000,000 gallons of milk.

Meteorological Data.

FINLAND.			
	Mustiala.	Kajana.	Sodankyla.
	60 d. 49 m.	61 d. 13 m.	67 d. 24 m.
January	18.5	9.7	10.7
February	18.8	12.4	7.7
March	21.1	10.6	13.4
April	31.7	32.3	23.9
May	47.3	43.1	36.5
June	61.9	60.8	55.0
July	61.9	60.8	55.0

August	59.2	56.8	50.5
September	50.7	46.7	42.9
October	40.4	35.2	33.4
November	23.9	23.7	16.7
December	22.3	17.0	4.1

ALASKA.

	Skagway.	Orca.	Ft Davidson.	Kadiak.
	59 d. 30 m.	60 d. 45 m.	61 d. 50 m.	57 d. 45 m.
January	22.2	.....	.....	30.0
February	19.2	.....	.....	23.2
March	23.4	.....	7.1	32.6
April	41.4	.....	43.6	36.3
May	47.1	.....	45.0	43.2
June	54.0	51.1	57.2	49.5
July	61.4	61.0	60.3	54.7
August .....	.....	57.1	52.1	55.2
September	50.0	49.2	39.0	50.0
October	35.7	38.8	30.5	42.3
November .....	.....	31.4	.....	34.7
December .....	.....	.....	.....	30.5

As yet we do not have records for places further north than Camp Davidson, which corresponds to the settlement now called Eagle City, located on the border between Canada and Alaska in latitude about 60 degrees 50 minutes, or nearly the same as the latitude of Kajana, Finland.

Comparison of Temperatures.

Orca is located in almost the same latitude as Mustiala, namely, about 60 degrees 45 minutes. We do not have records from the station for more than the past summer, but it will be seen that the temperatures for the six months, June to November, inclusive, run very closely with those of Mustiala. Skagway, which is at the head of Lynn canal, and the most northerly point that pleasure steamers touch, is in latitude about 59 degrees 30 minutes. It will be seen that the temperatures here also correspond very closely with those of southern Finland.

As for the temperature of the coast region, the average record for more than eight years shows that it is mild the year around. As a matter of fact, the report of the special agent who has had these investigations in charge shows that cattle have run out for years at Kadiak, both summer and winter, without food or care of any kind. Kadiak is located in latitude about 57 degrees 45 minutes, some 800 miles west of Sitka.

Facts Concerning Alaska.

Alaska lies between latitudes 54 degrees 30 minutes and 70 degrees north, and between longitudes 132 degrees and 163 degrees west. It covers an area of 580,000 square miles. So far as agriculture has been tried in a systematic manner in this territory it has been a success. The department of agriculture matured no less than eleven varieties of wheat and about a dozen varieties each of barley and oats, as well as flax and buckwheat, and also produced all the common vegetables during the past year. This was at Sitka, in about latitude 57 degrees 30 minutes; but reports received by the department from all over the territory show that the hardy vegetables can be successfully grown everywhere. There are large and successful market gardens at Dawson, north of latitude 64 degrees. Barley has been ripened as far north as Fort Yukon, in latitude about 66 degrees 45 minutes. Volunteer wheat has been found ripe at places on the Yukon, where it had been accidentally scattered. The whole of Southwestern Alaska, embracing the peninsula of Alaska and the adjoining islands, is covered with an abundance of grass, and, as pointed out, cattle can live and in certain localities do live out doors the year round on this natural pasturage. While it true that Alaska is much more mountainous than Finland, it is also true that it is more than four times larger than Finland and contains an area of land as large as Finland which can be utilized for agricultural purposes in some form.

Work Already Done.

It is further noted concerning Alaska that experiment stations have already been established at Sitka and at Kenai, on the Kenai peninsula.

That grains and vegetables have been grown with marked success at both of these places.

That the government has erected a headquarters building at Sitka, with a view to the perpetuation of the work.

That the investments by the government for the equipment of these stations, including buildings, work animals and implements, so far amounts to something over \$6,000.

That this property, which has been transported there at great cost, should not be abandoned or given away.

Organized Service Necessary.

That the department is very desirous of establishing an experiment station during the coming summer somewhere on the Yukon river, with a view to testing the agricultural possibilities of that vast region.

That in order to do this work in a systematic and scientific way, it is necessary to organize the service properly and to maintain it from year to year for at least six or eight years before it can be said with certainty what may be expected in that region.

That the distances in Alaska are very

great. From Seattle to Skagway is about 1,100 miles; from Sitka to Kadiak, about 800 miles; from Kadiak to Unalaska, 700 miles; from Unalaska to St. Michael, 750 miles. These distances are in straight lines across the open sea and not along the coast line. From St. Michael to Circle City is about 1,000 miles up the Yukon river.

Should Encourage Agriculture.

That Skagway, which is the northernmost point touched by pleasure steamers, which follow along the inland passage, is 200 miles east of the 141st meridian, where Alaska proper begins, and that, consequently, gentlemen who think they have seen Alaska and are prepared to pass judgment upon its possibilities when they have traveled along the inland passage and viewed the hillsides from the deck of a steamer, as a matter of fact have seen nothing of Alaska, except the rocky promontories which are characteristic of Southeastern Alaska. The department does not maintain that Southeastern Alaska is likely to be of any great importance, agriculturally, although there is land enough to raise the food for all miners who will ever locate there.

Possibilities in Alaska.

Sitka was made the headquarters for the experiment stations, because it was the seat of government. It was a place readily accessible the year around, whereas places in the interior or further westward could not be reached at all times. The success of growing grains and vegetables and in raising livestock in Alaska are positive proof that the country has agricultural possibilities. Its resources in minerals and timber, its fisheries and fur trade, are certain to cause a large population to flow to the territory, and it is a measure of sound political economy to encourage the development of agriculture in order to cheapen the living of those who go there and to give stability and permanence to the population.

REINDEER FOR ALASKA

Their Introduction to Keep the Native Eskimo From Starving.

THREATENED BY FAMINE.

Sixteen Reindeer Already Landed at Unalaska—The Tame Species to Be Distributed All Over the Country—How They Are to Transform the Eskimo From Savages Into an Industrial People.

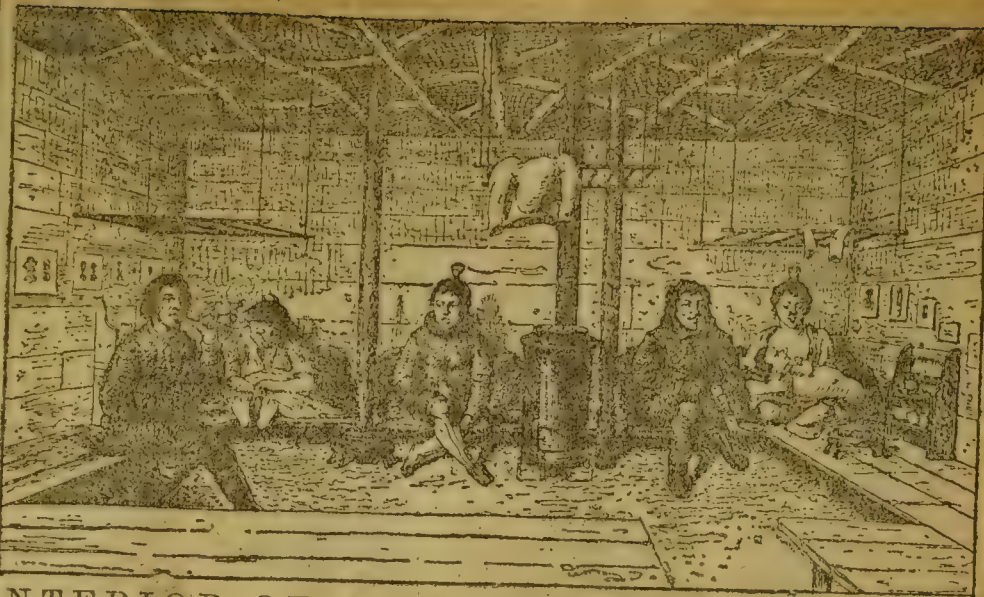
Written for The Evening Star.



FAMINE, MORE NEAR at hand than Russia, calls for the apprehensive sympathy of the people of the United States. Unless something is done at once a not inconsiderable fraction of the population of this country will perish of starvation. Death for lack of food stares the Eskimo of north-west Alaska in the face, and thousands of them

are likely to perish from that cause during the present winter.

This Congress will, it is thought, make an appropriation of money for the immediate aid of the people of Uncle Sam's arctic province, but action of another kind will be required to save the population from absolute extermination within a decade. A bill, introduced at the last session, but not acted upon, will be urged through, providing a sum for the purchase and importation into Alaska of reindeer from Siberia. A few weeks ago the first step was taken



INTERIOR OF A RICH ALASKAN HOUSE



ALASKAN NATIVES.

in this direction by landing sixteen of these animals at Unalaska, where they are now wintering on a small island in the harbor, in charge of a United States deputy marshal. They were brought over by the steamer Bear, and next spring they will be transferred to the mainland, where they are expected to breed and form a herd eventually.

HOW THEY WERE PROCURED.

The Bear went along the Asiatic shore near the arctic circle and bargained with success for sixteen of the beasts, which only cost about \$10 each, inclusive of presents given to the head men of the tribes. More would have been secured only for the fact that the herds were grazing far inland, but it was promised that hundreds should be on hand for sale next summer, so that the supply is practically unlimited. Those obtained stood a stormy voyage of three weeks most admirably and arrived at Unalaska in the best possible condition.

THE METHOD OF RAISING HERDS.

When this nucleus of a herd has been transferred to the main land a few expert Chukchees will be fetched from Siberia to serve as herds-men. They will be given for help young Eskimo men, who will learn how to care for and propagate the reindeer. For pay each young man will receive at the end of his term of apprenticeship ten of the animals with which to start a herd for himself. By pursuing this plan it is expected that within twenty-five years this most useful of beasts ought to be widely distributed throughout arctic Alaska. There are two species of reindeer already wild in that country, called the "barren ground" and "wood land" caribou; but it is thought that there would be much difficulty in domesticating them, and any way it is easier and cheaper to import the tame beasts from the other continent, where they have been bred to gentleness for centuries.



WHAT THE REINDEER IS GOOD FOR.

The reindeer represents to the people of the arctic who domesticate it the horse, the cow, the sheep and the goat, all put together. To them it is food, clothing, house, furniture, tools and transportation. Its flesh is excellent meat. The blood mixed with the contents of the stomach makes a favorite dish in Siberia, called "manyalla." The intestines, cleaned and filled with the tallow, are eaten in the shape of sausages. The skin serves for clothes, bedding, tent covers, harness, ropes and fishing lines. The sinews are dried and pounded into thread of wonderful strength, which is woven into fishing nets. The bones are soaked in seal oil and burned for fuel. Of the horns various household implements are made, as well as sleds and weapons for war and the chase. A reindeer yields only a cupful of milk at a milking, but the fluid is so thick and rich that the quantity mentioned has to be diluted with a quart of water in order to render it palatable. First-rate butter and cheese are made from the milk. The animal will draw a sled swiftly 150 miles a day over the snow and ice.

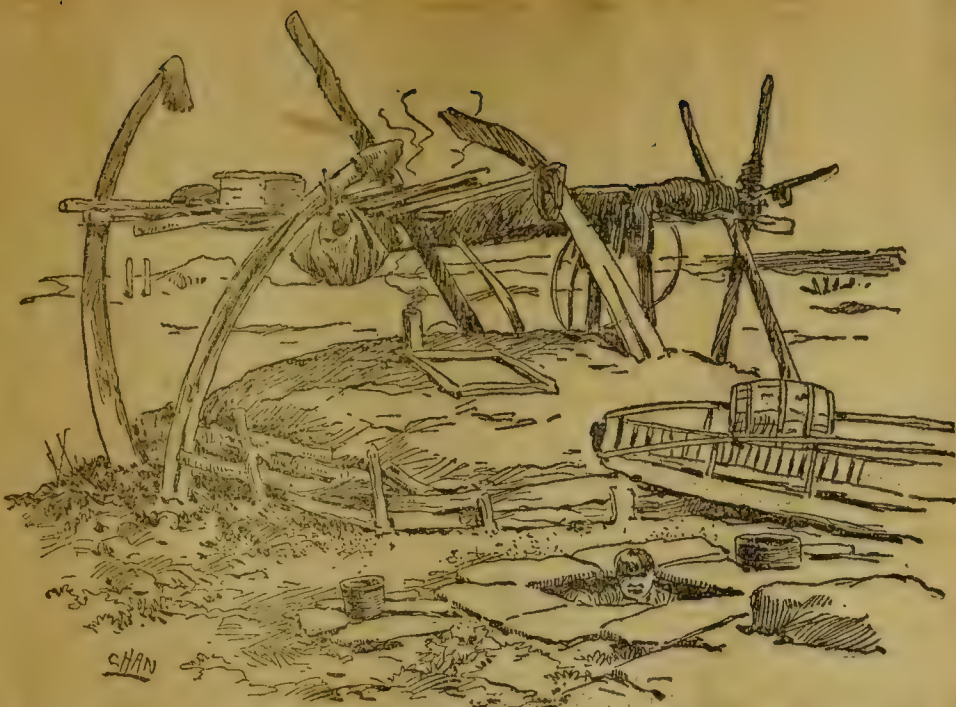
THE SIBERIAN DEER MEN.

Just across Bering strait, which is only forty miles wide, in a region corresponding as to soil and climate with the northwest coast of Alaska, thousands of Siberian natives are fed and clothed by tens of thousands of reindeer. Families commonly own herds of from 1,000 to 10,000. These chukchees are known as "deer men." They are nomadic in their habits and roam about in search of food for themselves and their animals, accompanied by their herds. They subsist mainly upon the products of this live stock, bartering the skins with the coast people for tobacco, seal oil, powder, shot, flour and walrus hides for boot soles. During the summer the beasts feed chiefly on the young shoots of willow and birch trees, while in winter they depend for sustenance mostly on moss and other lichens, which they often dig up with their hoofs from beneath the snow. Owing to the fact that their domestication tends to make the species smaller it is easy for the owner to detect the wild reindeer which sometimes get into his herd. They are promptly shot, lest they contaminate the breed.

THE ALASKA OF THE FUTURE.

There is no doubt that if the tame reindeer can be successfully introduced to and distributed in Alaska the Eskimo will become self-sustaining. At the same time they will be lifted from savagery into comparative civilization.

Being given a domestic animal to rear it is claimed that they will be transformed from wild hunters into an industrial people. Instead of devoting his attention to sitting for hours together at the edge of a hole in the ice, spear in hand and waiting for the hobbing up of a seal to preserve him and his family from starvation for the time being, the Alaskan native of the future will have plenty to eat, good clothes to wear and a swift vehicle to ride in. By and by he will accumulate property and marry a girl of white race. He will establish a fish cannery, spend his winters in San Francisco and build a palace on Nob Hill. The experiment of compelling savages to take up agriculture has been tried in vain with the Indians. They regard farming as women's work. But there is no degradation from the savage point of view in taking care of domestic animals. At present the only creature domesticated by the Eskimo is the dog and all their energies are required to keep themselves alive. Money appropriated by Congress to buy food for them



AN ALASKAN UNDERGROUND HOUSE.

will afford temporary relief, but such aid must be given every year and its efforts eventually will be to pauperize them.

GREAT TRACTS SUITABLE FOR RAISING REINDEER.

To stock Alaska with reindeer and thus add millions of productive acres to the wealth of the country would be an important achievement in any case, but its accomplishment is especially urgent now, when it affords the only hope for saving the Eskimo from starvation. Four hundred thousand square miles in Alaska are admirably adapted to the raising and herding of these animals, though useless for any other purpose. This great area, much larger than the New England and middle states combined, is covered with moss and grass, seemingly intended by nature for the grazing of reindeer. Traders in that country are most anxious to secure the beasts for draught purposes to substitute for dogs. Some difficulty is likely to be met with on account of a weakness on the dogs' part for deer meat, but this will have to be got over by training, supplemented by the judicious killing off of canine incorrigibles.

THE BASE OF DISTRIBUTION.

The project is to use the large island of St. Lawrence in the north part of Bering sea as a base for the distribution of reindeer. Just as in Dakota and Indian territory the Indian boys are taught how to raise stock, so in the industrial schools of Alaska the Eskimo young men will be instructed in the art of rearing tame reindeer. This is certainly one of the greatest schemes of philanthropy ever thought of, and there is every reason why the people of the United States generally should interest themselves personally in it. As to its being entirely practicable there seems to be no reasonable doubt, and any one who cares to do so can contribute now.



IN LAPLAND

400,000 domesticated reindeer sustain 27,000

people. According to the law in that country each owner has his mark on the ears of all his reindeer, and to this mark he has an exclusive right, nobody else being allowed to use it. If such a device were not employed the herds mingling at pasture could not be separated. No one can invent and assume a mark his own, and the only way to get one is to buy that of an extinct herd. If unused marks are scarce the families owning them often ask high prices for them.

SCARCITY WHERE FORMERLY THERE WAS PLENTY.

Hitherto the Eskimo have depended for food upon the whale, walrus and seal of the coast and the fish of the rivers. The first three animals have also supplied them with clothing, boats and all other necessities of life. Fifty years ago the whalers, having exhausted other waters, sought the North Pacific for whales, pursuing them into Bering sea and carrying the war of extermination into the Arctic ocean. At length the few surviving whales have been driven to the neighborhood of the pole, and their species has become well nigh extinct on the Alaskan coast. Responding to a commercial demand for ivory the whalers turned their attention to the walrus and proceeded to wipe them out of existence likewise. Sometimes as many as 2,000 of these valuable beasts would be slaughtered on a single cake of ice, merely for their tusks. Thus a walrus is hardly to be found today in those waters where so short a time ago the animals were so numerous that their bellowings were heard above the roar of the waves and the grinding of the ice floes. Seals and sea lions are now getting so scarce that the natives have difficulty in procuring enough of their skins to cover boats. They used to catch and cure great quantities of fish in the streams, but their supply from this source has greatly diminished, owing to the establishment of great canneries, which send millions of cans of salmon out of the country annually and destroy vastly more by wasteful methods. Improved firearms have driven the wild caribou into the inaccessible regions of the remote interior.

SLOW STARVATION.

Thus the process of slow starvation and depopulation has begun along the whole arctic coast of Alaska, and famine is progressing southward year by year on the shore of Bering sea. Where villages numbering thousands were a few years ago the populations have been reduced to hundreds. At Point Barrow, the farthest point of Alaska to the north, the death rate has been to the birth rate for some time past in the ratio of fifteen to one. A town on Schismareff inlet which contained 2,000 people fifty years ago now has only three houses. The island of Attu, the most westerly of the Aleutian chain, was formerly celebrated for its sea otter skins. For the last nine years it has produced only an average of three of these pelts yearly. It is probable that most of the residents will not survive the present winter. If the steamer Bear had not by mere chance visited King's Island in the northern part of Bering sea a few weeks ago leaving stores there would not have been a soul left alive next spring. The natives were even then reduced to boiling sea weed for food. Disease attacks the half-famished Eskimo, wiping them out wholesale.

THE ESKIMO'S HOME.

The Eskimo are a docile and bright people. They are extremely dirty, simply because it is so cold in their country that washing is very uncomfortable. Their winter dwellings are underground, for the sake of warmth. The entrance is a square hole, through which the visitor descends about eight feet to an entryway. This entryway is, perhaps, twenty feet long and never more than four feet high. Sometimes it is much lower, so that one has literally to crawl through it in order to reach the two rooms at the end. These two rooms, each from ten to twenty feet across, are the homes of two families, which thus have a common hall and front door. From six to ten persons live in each room, around three sides of which is a raised platform. On the platform are spread furs and skins for beds. The most important article of furniture is a stone two feet in length, with a shallow depression on top of it. It is both lamp and stove, being filled with whale or seal oil. Cooking, however, is merely for the purpose of taking the frost out of the meat, which is eaten practically raw. For lighting purposes a wick of moss is used.

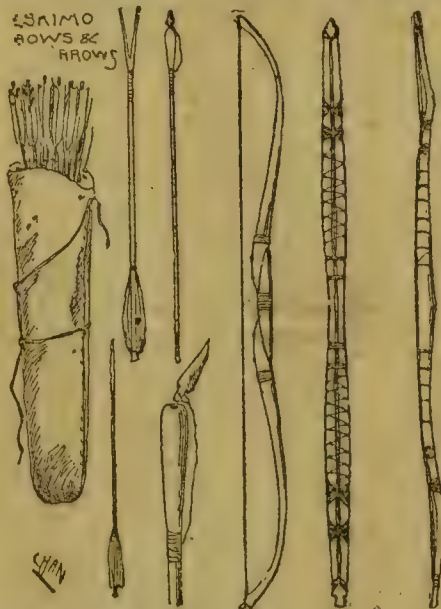
THEIR CLOTHING.

The natives wear reindeer skins for clothing. They buy them from Siberian Chukchees, who come over to an international fair that is held every summer on Fetzue sound, just above Bering strait on the Alaskan side. For the pelts seal oil and walrus oil is exchanged. There is much dancing and feasting on these occasions, as well as trading. All the trading is done by bartering, no sort of money being in circulation. At this fair also many wives are bought. One can purchase a very good article of wife for \$10. Wives among the Eskimo people are usually bought. Sometimes the women are consulted.

LOOSE MARRIAGE TIES.

There is no special ceremony connected with marriage among the Eskimo. In some tribes the husband joins the wife's relatives and is ex-

pected to hunt and fish for them. If he is lazy or refuses to give the furs he gets to his father-in-law he is likely to be bounced and some one more active and obedient is installed in his place as husband. Sometimes it happens that a girl has ten or twelve husbands in succession before she finally settles down to a permanent conjugal state. Virtue is not remarkably developed among the women, nor is sentiment in regard to chastity peculiarly keen. Men sometimes exchange wives for a time and they



have been known to rent their spouses to white miners for a season. Polygamy prevails to a limited extent.

Both sexes among the Eskimo are tattooed. Labrets are favorite ornaments. In early youth a cut is made in the lower lip and a small wooden plug introduced to keep it from closing. Gradually it is enlarged and the adult is decorated with a labret of jade, ivory, bone or glass shaped like a silk hat in miniature, the rim being inside the mouth to hold it. Girls have their ears and sometimes their noses pierced for chains or other such adornments. Along the arctic coast men cut off the hair on top of their heads so that they look like monks, the object being to avoid scaring the caribou by the flutter of their locks.

INGENIOUS METHODS OF TRAPPING.

Some of their traps for the beasts they capture are remarkably ingenious. They fold up a strip of whalebone, doubling it half a dozen

times, and tie it in that shape with sinew. Then they cover it with a hunk of fat, let it freeze and leave it on the ice. By and by a bear comes along and swallows it at a gulp. The fat and the sinew bindings are digested, and the released whalebone springs out at length across the stomach of the animal, which soon dies of lockjaw. When it is dead the trapper gets the skin. An even more effective lure is employed to secure the pelts of wolves. A blade of keen-edged flint is fastened securely to a wooden stake, and the latter is driven into the ice, so that only the flint blade projects above the surface. The blade is covered with a chunk of fat, which freezes. After a while a wolf comes and sees the tempting morsel. He is hungry and begins to lick it. Presently the sharp edge cuts his tongue. He tastes the blood, and not knowing that it is his own is made wild by the flavor. More wolves come to share the feast. They also cut their tongues, taste blood and are maddened. Before long they leap at each other's throats and tear one another to pieces, so that next morning the hunter finds the whole flock dead. It is a cheap way of obtaining the pelts, and that is the reason why wolf skin rugs cost only \$3 apiece.

Although northern Alaska is so cold the whole southern coast, which extends for thousands of miles, has a temperate climate, owing to the proximity of the Japan current of the Pacific. Along this shore are immense tracts which afford great agricultural and horticultural possibilities. The Department of Agriculture will probably before long establish an experiment station at Sitka for the purpose of finding out what grains, grasses and fruits are best adapted to the region, as well as to learn how successfully the raising of cattle, hogs and poultry might be prosecuted there.

MAIL SERVICE WITH ALASKA.—The first official act of the Postmaster General on his return to the department from his western trip was to authorize the establishment of a very complete mail service with the territory of Alaska, which will be inaugurated July 1, the contract having been awarded today to the North American Commercial Company, San Francisco, which will put on a line of steamers running as far west as Unalaska, touching at all the intermediate ports. Some idea of the extent of Alaska territory can be formed from the fact that the distance from Port Townsend to Unalaska is 2,400 miles and from Sitka to Unalaska 1,300 miles. This service will bring into contact with civilization a vast extent of country and people who have heretofore been debarred from communication with the United States except by means of a chance sailing vessel.

SENATORS BY APPOINTMENT.

Vexed Question of a Governor's Right to Act When the Legislature Does Not.

The Constitution of the United States provides that the time, place and manner of holding elections for United States Senators shall be prescribed by the Legislatures of the States they represent. It provides, too, that Congress shall at no time alter regulations for the choice of Senators, and Section 5 of the Constitution provides that each of the houses of Congress shall be the judge of the qualifications of its own members. This is all the law there is on the subject of the admission of United States Senators, and for many years there has been going on a controversy on the subject of the right of a Governor to appoint a Senator where the Legislature has failed to elect.

The question is as complicated indeed as that of the identity of the man who struck William Patterson, the birthplace of Homer, the respective merits and advantages of city and country life, and the Schleswig-Holstein dispute. Nominally, of course, where the term of a Senator has expired—and this is one of the few controversies of American politics of which there is no partisan aspect—or when his term is about to expire, the duty of the Legislature of his State to choose his successor is perfectly clear, and usually the Legislature conforms to it. At times, however, such a result is not easily attained. A Legislature may be deadlocked; it may be impossible for a majority of its members to agree upon a candidate; the period, sometimes fixed by constitutional provision, during which a Legislature may be lawfully in session, may expire; the impracticability of securing a quorum of both houses may present itself, or the Governor, whose power over the course of legislation is considerable, may interpose obstacles to a choice whereby the Legislature will adjourn without choosing a nominee. Up to this point, politicians are pretty generally agreed, but the question which follows is not so easily disposed of: Has the Governor of a State the right to fill the vacancy arising, and if so, what is the status of the applicant in such a case? Is he entitled to a commission, or must the State remain unrepresented in part until the next Legislature convenes,

one or two years later, as the case may be, a majority of the States at present having the system of biennial sessions under which the lack of representation would continue for two years.

The matter has been treated by the Senate in various ways. It has come up again and in more serious form, perhaps, in the case of Pennsylvania; the Legislature having adjourned without choosing a Senator and Gov. Stone having designated Senator Quay for the vacancy until the next Legislature meets. Mr. Quay is a veteran Senator and, as an influential member of the majority party representing the strongest Republican State in the country, and as a former Chairman of the Republican National Committee, it has been thought by many that his credentials will be accepted, though without reference to the establishment of any precedent in this particular. However that may be, the fact is that this simple question of Senatorial representation by Governor's appointment remains now in the same unsettled condition that it has been for a number of years, and there seems to be no way, short of an amendment to the Constitution, of definitely disposing of the matter, a determination in which all political parties would be satisfied, as the present condition of uncertainty, besides being an injustice to each of the States in which it is raised, is the cause of acrimonious and tedious controversies in the upper house.

FOOD IN THE ARMY.

Times When a Dinner of Roast Beef Was Counted as a Regal Repast.

"Of course it has been said innumerable times," said the old soldier, "that war is not all fighting; we all know that the greater part of the time is spent in getting ready to fight; but it makes me laugh to think of how, even in the heroic times, the very commonplace subject of what we had to eat loomed up.

"In looking over a lot of old army letters, written in the Civil War, and returned to me now out of the family archives, I find plenty of reference to the food, especially in the earlier part of our service, before we'd got settled down and used to things. I find myself here, for instance, after we had been out only six months or so writing that I had gone off my feed, and couldn't eat, and wasn't feeling well at all simply because for a week we had had no meat but fat salt pork. Later I find myself quite restored to health and a glorious appetite by a square meal of roast beef, about which I write as was perhaps natural enough in those younger days and under the circumstances, rapturously.

"I don't remember now about that roast beef, but I suppose we must have had an oven at that time to bake bread in, as we sometimes did have when we stayed long enough in a place to pay for building one, and were where we could get bricks, and where we could draw flour; and happening to draw fresh beef as a ration we baked it in that oven, and so had roast beef.

"The fact is that anything good to eat was a delight, if not a blessing; it certainly helped immensely the soldier's effectiveness. Ammunition may be the thing of first importance to an army, but next to that undoubtedly is the food. The more I think of it the more I think that if I had anything to do with fighting an army, I should, at any cost, feed the men well."

NETTING QUAILS IN EGYPT.

Traps by Which the Natives Catch the Birds by Thousands.

There has been much said lately of the capture of quails in Egypt in regard to the protest made by Frenchmen about carrying the birds across French territory for English use. The passage of bands of quails over the coast of the delta of the Nile, from Port Said to Alexandria, begins in September and lasts a month and a-half, the birds arriving in little groups.

Generally they are taken by means of nets five metres high, which the natives extend on cords fastened to poles, in the fashion of curtains gliding on their rods. In reality the net is double. The first near the side of the sea is of meshes very large and loose, but at the back is another net where the bird will really come and perch itself in the folds formed by this net of small meshes.

There is another method of capture which is more picturesque. Rows of dried branches are placed on the shore. At the foot of each branch is disposed a tuft of fresh herbs in the middle of which is arranged an opening which ends in a snare. The quail, tired by its journey, takes refuge in the branch, then in the bunch of herbs, naturally, without figuring to itself that it is going to put itself into a trap where a native will surprise and kill it. With these means of destruction, it is not astonishing that each year more than a million of these birds are taken.

WRAPPING UP THE COIN IN PAPER.

A Minor New Custom in the City, Springing Out of New Conditions.

One of the lesser, but established newer customs of the city is that of wrapping up in paper coins thrown to the organ grinder. There are no monkeys now to climb up and take the money; they are not permitted to be carried in the city, and if they were they could not climb to the upper stories of the tall flats and tenements. The money from

them must be thrown down. The organ grinder cannot leave his organ—he carries about nowadays a big organ on wheels—to pick up or to hunt for the money; that work is now attended to by somebody else who goes about with the organ grinder, to help if necessary to pull the organ and to look after and pick up contributions. And even so, with somebody doing nothing else but look for them, some coins would be lost thrown from windows high in the air to strike upon the pavement below and bound up and away. Hence the common practice in these days of doing up in a piece of paper the coin thrown from a high window. The paper deadens the fall and keeps it from bounding, and it serves also to mark where the coin lies.

Bones of a Whale from Way Back.

From the Chicago Record.

The Pester Lloyd recently announced the discovery in the district of Borbolya in Hungary of an antediluvian animal of gigantic proportions, which had been unearthed in the neighborhood. The eminent paleontologist, Prof. Bella of Oedenburg, after examining the find, writes to the Hungarian newspaper in question: "I confirm the fact of the paleontological find being of the whale species. In length it is eight meters. To judge from the strata in which the animal was discovered, it is unquestionably the oldest ever discovered in Europe, surpassing, as it does in age, the two antediluvian specimens preserved at Antwerp and Bologna. I am leaving the completion of the excavation until the arrival of the Budapest geologists."

ALASKA'S DEVELOPMENT.

The development of our territorial resources has gone on at such a rate during the past few years as to warrant the most favorable anticipations regarding our future prosperity.

Many citizens and eastern people wonder why, previous to 1896, our progress was so slow while since then we, with amazing rapidity, have advanced in all those elements that stand for permanent prosperity.

Certainly the reason in the first instance was not altogether due to climatic rigor or our latitudinal position, for we are not more remote from the equator than Scotland and the densely populated sections of Norway, Sweden, Denmark and Central Russia, while Stockholm and Christiana are more northerly than Juneau or Sitka and St. Petersburg than Skagway.

The entire territory from Cook's inlet to Dixon entrance can boast of a higher mean annual temperature than Northern Europe, and harbors open the year round while many of the ports of Canada and those of the Baltic and Black seas are frozen and closed to navigation four months in the twelve.

Citizens of Juneau, Sitka, Wrangell, Skagway and other mining camps of Southeastern Alaska have conclusively proven that they can stand our climate as well as do the inhabitants of similar latitudes elsewhere throughout the world, and we have no doubt that a twenty-fold greater number would be here prepared to give like testimony were it not—our mineral resources un-

known—for the ease with which good agricultural lands were to be secured in Canada and the United States, thus supplying homes to thousands who would otherwise have located in this territory.

From all quarters of the globe people were attracted to this north-land by the discovery of rich auriferous deposits in the Klondike district, and as a result the whole territory of Alaska, and the southeastern division in particular, is becoming known to the world. Only faintly, however, do men at a distance of a few thousand miles conceive of our illimitable mineral resources and the fortunes awaiting those who will struggle for their development.

Apart altogether from the newly discovered Eldorado at Cape Nome and the other rich gold-bearing districts of the north, we have here on the islands and mainland of the inland passage such immense quartz deposits of gold, silver and copper, besides coal beds, as are found in few other sections of the globe.

While our placer areas will be an important factor in our development they cannot prove other than a bagatelle in comparison with our quartz mines. We believe, as a noted scientific miner who has inspected the country is credited with saying, Alaska will amaze the world next year by the immense amount of ore sent to the stamps and the handsome profits accruing therefrom. Our quartz mines are inexhaustible and richer than those of any other country, while recent discoveries tend to the conclusion that

our copper ledges are richer than those of Montana.

What a future is before us! Of its greatness who can adequately predict? Already, magnificent steamships on our coasts, the rush of the locomotive along the hillsides and valleys, and soon the click of the telegraph will announce communication with the outer world. Everywhere about us obstacles are being overcome and the mighty forces of nature harnessed to do the bidding of man.

We lay claim to no prophetic insight, but we hazard the prediction that before the close of the opening decade of the twentieth century Alaska will have taken her place among the sisterhood of states and be among the most resplendent stars in the field of blue.

FOR EDUCATION IN ALASKA.

DEPARTMENT ASKS CONGRESS FOR THIRTY THOUSAND DOLLARS.

Wishes to Establish Schools and Get Them Running, to Be Supported Hereafter by the Revenue Derived From Liquor Licenses.

Special Dispatch to the Post-Intelligencer. WASHINGTON, Feb. 9.—The secretary of the interior today asked congress for \$30,000 for education in Alaska and \$12,500 for reindeer. The rapid increase of population necessitates several new schools. For the building of school houses and employment of teachers \$30,000 is to be apportioned, as follows:

Kotzebue sound and Unalaklik, 100 children; Yukatat, 75; Bethel, 75; Carmel, 75; Golovin bay, 75, each \$2,300 for all purposes; St. Michael, 50 children, \$4,200; Peavy, 30, \$1,700; Circle City, 50, \$2,200; Rampart, 30, \$4,700; Weare, 75, \$1,600; Dyea, 75, and Skagway, 100, each \$4,150; Kosofsky, 100, \$800.

While this makes a total of \$35,300, some of the schools will not be opened this year. If the license law passes no more money will be needed.

The total of the reindeer needed to replace the herds sent to the relief of the whalers is 491.

The senate committee on territories today fixed up the Alaska criminal code, using the Perkins amendment, which fixes licenses at the rates now in force in the District of Columbia, instead of the Illinois rate. This will likely be acceded to in conference.

MAILS TO THE YUKON.

Post-Office Department Will Pay \$1,495 for Each Round Trip.

Bids have been opened at the Post-Office Department for carrying the mails by steamer from either San Francisco or Seattle, via Unalaska, St. Michael, and points along the Yukon River to Circle, Alaska, and Dawson, Canada. The lowest received, and which has been accepted, is from the North American Transportation and Trading Company, Michael Cudahy, President, of Chicago, for three round trips from Seattle, at \$1,495 each, on June 10, July 20, and August 20.

The other bids follow: Blue Star Navigation Company, Seattle, Wash., three round trips, from Seattle, at \$2,800 each; the Alaska Exploration Company, San Francisco, at \$1,895 each; Leon Sloss, San Francisco, five round trips, from San Francisco, at \$1,750 each, June 1, 10, and 20, and July 5 and 20.

INCREASES UNCLE SAM'S DOMAIN.

Result of Capt. Pratt's Survey of Yukon's Mouth.

SEATTLE, Wash., October 17.—The Post-Intelligencer says one of the results of the survey of the mouth of the Yukon river this summer by Captain Pratt of the coast and geodetic survey is to add an area of 2,500 square miles to Uncle Sam's domain.

Captain Pratt found that the south mouth of the Yukon empties into Bering sea twenty miles further west than has been supposed. In addition to this it was found that the whole coast line from Cape Dyer almost to St. Michael is further west than is shown on the maps.

YUKON PRESS.

FORT ADAMS, ALASKA, JUNE, 1896.

Address all communications to the YUKON PRESS.

EDITORIAL NOTES.

Five years ago the future of the Yukon Valley looked very discouraging, although a few individuals had some high hopes that are beginning to be fulfilled. At that time

the ad- said that w- spring the gold

about two hundred tons of freight was considered to be more than the gold find would warrant. Last summer about two thousand tons of goods were shipped to the upper Yukon, and even that was thought insufficient for the demands of that region, while the lower portion of the river suffered on account of the sudden increase. Four years back one large steamboat, making two trips, was able to supply the country; last season three large steamers averaging greater tonnage and three trips each, were unable to supply the demand. We owe much due respect and gratitude to the two large companies on the river for their enterprise in trying to cope with the rapid growth of the country. The three steamers referred to, will be in a condition this season to average at least four trips, while the rumor that both companies intend building extra steamers, and also the rumor of another company entering this season with a new boat, will lead us to look forward with much gratitude to the bright prospects.

Four years ago hardly two hundred whites could be found in the country; at present that number has increased to about two thousand. The great magnet that is drawing this increasing immigration is the apparent inexhaustible placer diggings. The region of Forty Mile is still producing as much gold as ever. Birch Creek the new center of operation is almost entirely occupied, but with no signs of exhaustion. Munook Creek will undoubtedly produce an excitement this summer, while hundreds of unexplored creeks are only awaiting the prospector.

Quartz mining has not even had a start. There is not a single stamp or crusher on the river. Capitol has not yet awakened to the fact of millions lying dormant in the vast rocky system of the Yukon. Experts pronounce this region rich in gold bearing quartz. Large deposits of gold undoubtedly exist, as rich specimens of float have been found on the river and its tributaries. But up to the present little or no attention has been given to this phase of mining; in fact it is only recently that any serious thought has been given to the subject.

There are many men in the country who have brought with them their wives and children. These men are pioneers of value, with few exceptions. The women and children are bound to elevate the moral standard of a community. They are the pioneers of progress, devotion and loyalty. A man is brave and honest to take this step, for he has to contend with a large portion of chronic grumblers in the country whose hearts and minds are not here but outside. These would lead one unacquainted with the country to believe that it is inhuman to expect a woman to reside in a desolate, cold country like this, (a stereotyped phrase

heard of in the northwest when he returned several months ago almost every village had a Klondike saloon, hotel or store. The Klondike country is in Canadian territory, but the name has become so general that the word Klondike is almost synonymous with Alaska.

The first gold mines, however, were found on the American side, at what is known as Forty Mile Creek. Then came the tidings of a find farther up the Yukon River, and the village of Circle City sprang into existence like a mushroom. The town is made up of 250 cabins, and a log opera house was recently built at a cost of \$30,000. One of the peculiarities of the place is the way in which vegetables are grown on patches on the roofs of the houses. The gardens are laid out in this infrequent way so that the heat of the interior of the houses may keep the earth warm and in condition for the growth of vegetables.

Dr. Sheldon said that everything in the original Klondike land is taken up, but the rich gold land in Alaska was to be had almost everywhere along the Yukon. Every prospected stream has turned out gold, and the area is so great that those who go there in nine or ten years' time will have just as good a chance as those who go next spring.

The safest route is by way of St. Michaels, from which place the journey is made by river steamer 1,700 miles up the Yukon to Dawson. The journey takes three weeks, night and day travel.

The ice does not leave St. Michael's harbor until July, so that route is practically closed for the winter.

The majority of miners take the more difficult, but shorter route, through Chilkoot Pass, by way of Dyea and Skagway. It is an exceedingly dangerous one in winter.

Capt. Rey, of the War Department Corps, has been trying to locate a third route running from Cook's Island, direct to the center of the country.

The possibilities of a large rush to the gold fields next summer, Dr. Jackson said, were very great. He thought that 200,000 people would start for the Klondike during the next year. He had received information to the effect that 1,700 men in far away Australia had made a deposit with a certain steamship company to secure passage to Alaska in the spring, and shiploads of miners were coming from Africa, Japan and elsewhere.

Continuing, Dr. Jackson gave an interesting resume of mission work in Alaska, and told of the need of more men and money for each denomination to carry on the work. The Presbyterians, he said, started the first missions, in the year 1877, near Sitka, seven years before any other denomination entered the field.

As the result of a conference held in New York he said that the different denominations were assigned to different parts of the country. The Presbyterians were given the southeast section, the Baptists made Cook's Island a center, the Methodists went to the Aleutian Islands, and the southwestern part, the Moravians the northeastern valleys, the Swedish Evangelical Union had two posts in the Behring Sea, and the Congregational Church founded a mission on the Behring straits.

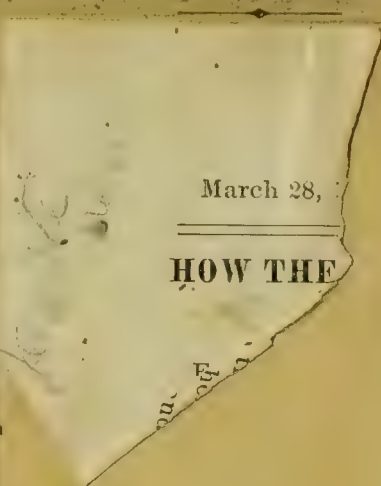
The entire country seemed to be indifferent to Alaska, and Congress had not manifested any interest in the region until \$4,000,000 in gold dust was found.

In conclusion Dr. Jackson advised every man who thought of turning argonaut to take his wife with him to the mining camp. He said: "All central Alaska has a frozen subsoil that never thaws out. When the miner comes out of the shaft in the evening he is stiff with rheumatism. He then passes the evening away in the saloon where there is a warm fire and a lively crowd. If the wives would go along and have a warm supper and a cheerful fire awaiting the weary husband the men would have a better environment and would not have to pass their time in the saloon."

"Cultivated women from homes of refinement in England have gone to northern Alaska and have remained there with their husbands and have been there forty years, in some instances."

First Railway Cars in Alaska.

SEATTLE, Wash., August 20.—The first railway train to be used in Alaska has been shipped. The shipment consisted of a passenger car, a baggage car and a combination passenger and baggage car. The cars are to be used on the White Pass and Yukon Railroad, which is now in operation for a distance of twelve miles from Skagway.



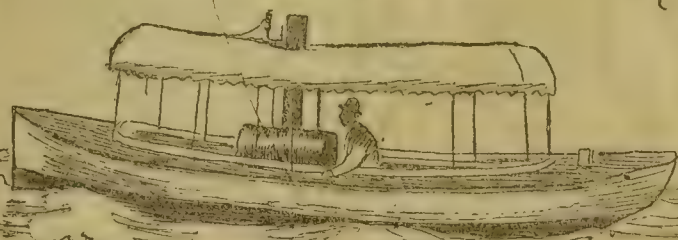
March 28,

HOW THE

MAJOR INGRAHAM
TELLING
THE STORY



THE LAUNCH THAT RESCUED THE SURVIVORS



BEN. E. SNIPES

W. ARNOT JOHNSTON

JOHN J. LINDSAY



The accompanying cut of the Jane Gray and some of the unfortunate passengers who were aboard her is drawn from a photograph taken the day before she sailed. The men stood while being photographed on top of the forward house, in which so many of the Seattle boys met death.

The point where the Jane Gray foundered is indicated on the map by a cross and the course of the rescuing launch, north to Rugged Point, is shown by the dotted line.

LIGHT BEGAN TO RISE OVER ALASKA.

A long time after Alaska came into possession of the United States, it was treated with strange neglect. The only sign of a change of sovereignty was the flag flying at Sitka, with a company or two of soldiers, and a revenue cutter lying in the harbor, whose captain was the only official who was clothed with authority over anybody, white man or Indian. He alone could arrest one who had committed a crime, and if it was robbery or murder, he might try him by a drum-head court martial and have him shot or hung, but such a thing as a civil court, or trial by judge or jury, was wholly unknown. A regular civil government was not established for seventeen years, and how much longer this might have continued it is impossible to say if there had not been one man who had Alaska on the brain, and who kept "pegging away" at Congress till he compelled attention. It is hard to make a historic figure of one who is extremely modest in his appearance, and yet no history of Alaska can be written that overlooks the ubiquitous Sheldon Jackson, who was born to be a pioneer, and from early manhood felt that his post of duty was to be at the front—on the skirmish line—where the work was hardest, and the danger greatest. I met him first, some time in the seventies, in Denver, where he was a frontiersman, on the look out for opportunities. Those were the days when miners were "prospecting" in the Rocky Mountains for gold, and he was on their trail. Wherever they went he followed, always striking for the camp. If there was a stage coach, he took passage till he came to the end of the road: and then, if he could hire an Indian pony, he threw his saddle bags over its back and jogged on till even the bridle path came to an end, and then he went on foot, for he was determined to "get there," and he always did. Pretty soon he was a familiar figure in the camps, where his homely, hearty ways made him a welcome visitor. On a Sunday the miners would gather about him under a tree, and he would talk to them about the old home, and the old folks, who were thinking of their absent sons, in such a kindly way as to touch a soft place in their rough bosoms; and, after a few such visits, there might be the nucleus of a Sunday-school, that in time would grow into a little church in the wilderness. Thus he sowed beside all waters.

Nor was the range of this long distance circuit rider confined to Colorado. As if he could never find work enough to do, he would now and then ride over the mountains into Utah, and preach to the Mormons in Salt Lake City; and then turning sharply to the North, drop down among the miners of Montana. Thus he was a sort of Bishop of the Mid-Continent, with a diocese that North and South extended from Canada to Mexico.

All this time the indefatigable "Prospector" had his eye on Alaska, which he visited first in 1877, when he opened a school at Fort Wrangel, and the year after one at Sitka. From these visits he returned to Washington with new zeal to urge upon Congress the duty of providing a government for this long-neglected part of our country, but it was seven years before the appeal was heeded. At last in 1884 Congress passed the organic act creating a Government; adopting the laws of Oregon for the Territory; with a Governor, appointed by the President; and a Judge, a District Attorney, and a Marshal, to set up a court; four commissioners and four deputies divided between Sitka, Wrangel, Juneau, and Unalaska. Here was at least the skeleton of a government, with a slender personnel, but

sufficient to set the machinery going, and to put Alaska under the reign of Law.

Next in importance to a Government was Education. The country was in a state of barbarism. The inhabitants were savages, ignorant, suspicious, and cruel. Wherefore, to supplement and complement what was needful for Alaska, the school house must be set up beside the court house. To this end Congress not only established a government, but appropriated \$40,000 for Education: of which \$25,000 were for Public Schools, and \$15,000 for what are called "Contract Schools"—a provision which would have been of little value, if the Secretary of the Interior had not at once appointed Sheldon Jackson to take charge of the fund and see that it was faithfully administered. Here beginneth the first chapter in the history of Education in Alaska.

To do this work, and do it well, required a preparation, that could not be made off hand. The teachers must be chosen with care: they must be picked men and women. And there were other indispensables for those who were going to plant little colonies on islands that were a hundred times more desolate than that of Robinson Crusoe, for on all these shores in Western Alaska there was not a single tree*—not a stick of wood to light a fire, or to build even a wigwam. All was bleak and barren, as a rock swept by the waves. They had therefore to take boards to build their little houses, with nails and hammers to put them together: with desks and benches for the schools, as well as primers and books; and last, but not least, some plain and coarse clothing for the children to cover their nakedness.

Thus equipped with everything needed, the Schooner *Leo*, which the Government had chartered for the purpose, sailed from Seattle in Puget Sound, in 1886, for the Aleutian Islands. The year before Mr. Jackson had sent a teacher—who was a Jew—to Unalaska, to open a school, the first in all these islands, save perchance some little schools attempted by the Greek priests whom the Russians had brought with them, and by the Alaska Commercial Company. It now distributed schools at four other points: Unga, Kadiak, Afognak, and Klawack on the Prince of Wales's Island, at each of which was left a teacher with his family.

That surely was a memorable voyage. The little schooner sailing away into the Northern seas, and passing from island to island, leaving at each "a teacher with his family," was another Mayflower, dropping the seeds of civilization in the wilderness. Of course the school was followed by the church, and here a peculiar beauty was given to the early missions in the way that different denominations entered the field and worked together. This harmony was not a happy acci-

dent, but the result of forethought, and of a purpose so high that it lifted them all above sectarian pride and ambition. The field was so vast that it would have been impossible even to touch it at different points, except by concert of action, in which each division in the little missionary army should select its particular field of labor on the islands or the coast. This was the policy of Sheldon Jackson, in which he found a strong supporter in Dr. Henry Kendall, the Secretary of the Presbyterian Board of Home Missions, who invited the Methodists and the Baptists and the Episcopalians, represented by their Secretaries, Dr. John M. Reid, Dr. Henry M. Morehouse, and Dr. William S. Langford, to meet together and talk it over. Dr. Langford

*It is said that forty years before, a visitor to Alaska had set out a few firs in a sheltered cove, where they have had a stunted growth, but are not even now over twenty feet high. With this exception, there is not a single tree in a distance of five hundred miles!

wrote that he could not be present, but joined heartily in the proposed agreement. The others came, but it was a small affair in outward appearance: only three Secretaries and Sheldon Jackson, just enough to sit round a table; but this little company, meeting in an upper room, was sufficient to inaugurate a policy of peace, that, if adopted on a larger scale, would work for the benefit of Christendom.

And now I see these four heads bending over the little table, on which Sheldon Jackson has spread out a Map of Alaska. For the first time they see its tremendous proportions, as it reaches over many degrees of longitude and far up into the Arctic circle. The allotment was made in perfect harmony. As the Presbyterians had been the first to enter Southeastern Alaska, all agreed that they should retain it, untroubled by any intrusion. By the same rule the Episcopalians were to keep the Valley of the Yukon, where the Church of England, following in the track of the Hudson's Bay Company, had planted their missions forty years before. The island of Kadiak, with the adjoining region of Cook's Inlet, made a generous portion for the Baptist brethren; while to the Methodists were assigned the Aleutian and Shumagin Islands. The Moravians were to pitch their tents in the interior—in the valleys of the Kushokwin and the Nuskagak; while the Congregationalists mounted higher to the Cape Prince of Wales, on the American side of Bering's Straits; and last of all, as nobody else would take it, the Presbyterians went to Point Barrow, in latitude 71 degrees and 23 minutes, the most Northern mission station in the world! There is a little Danish church at Upernavik in Greenland, which is higher—72 degrees and 40 minutes—but no mission station. Thus, in the "military" assignment of "posts" to be held, the stout-hearted Presbyterians at once led the advance and brought up the rear in a climate where the thermometer was at times fifty degrees below zero!—a situation that called for no ordinary amount of "grit and grace!"

Here was an ideal distribution of the missionary force, in which there was no sacrifice of principle, but an overflow of Christian love, which seemed to come as a baptism from on high. It was not in pride or scorn, but in the truest love, that these soldiers of the cross turned to the right and the left, at the command of their great Leader, and marched to their several positions of duty and of danger.

How wide was the separation of these brave men may be seen from a table of distances. Starting from the Presbyterian stations in Alaska, and sailing Northwest, one might espy a little Swedish church at the foot of Mount Saint Elias; but then turning Southwest, he would

have to sail five hundred miles before he came to the position held by the Baptists; from which to Unga, where the Methodists have pitched their tents, is another stretch of from 250 to 300 miles. These are all island stations, while the Episcopalians, Moravians, and Congregationalists are on the coast or in the interior.

These distances are reckoned from the outside—from the circumference—whereas, if measured from centre to centre, the distance from Sitka to Kadiak is 633 miles in an air line, and other stations "stand off" on the land or into the sea in the same majestic isolation. These magnificent distances would keep the most belligerent of men, even those who were sticklers for creeds and forms, from controversy. No man could "despise his brother" over such vast stretches of land and sea.

To appreciate the courage that faces such conditions, we must consider what it means to be separated from one's kindred. It is

almost equivalent to being cut off from communion with the human race. Living, as we do, in populous communities, we can hardly comprehend the awful silence and loneliness of the Arctic circle, where men are almost buried alive. Their situation is in some respects worse than that of exiles in Siberia, for the exiles can at least have the companionship of sorrow. But some of our missionaries are literally out of the world. They receive a mail only once a year! Months may pass without seeing a familiar face. In one case, a missionary was left alone among the Esquimaux for a whole winter. At last there came a party of natives with a dog which had been given them by an English trader; and for want of other company, the poor missionary trudged over the snow every day, as he expressed it, "to talk English with that dog!" How he must have yearned for the sight of one of his race, with whom he could speak in his own tongue wherein he was born! Add to this tie of blood that of Christian brotherhood, and how overmastering must be the longing for some fellow-being whom he could call brother, and press to his aching bosom!

Nor would he stop very long to ask to what denomination the Christian stranger belonged! In those high latitudes these little matters of sect get strangely mixed up, so that it is hard to tell "which is which." Dr. Jackson says, that, as he sailed from island to island, and saw the missionary coming down to the shore to meet him, he could not "tell them apart." Even when he came to Saint Michael, sixty miles North of the mouth of the Yukon, and there met a Catholic priest, who had come from the interior a distance of 250 miles, to get his yearly mail and his yearly supplies, he says, "My heart went out to him as a brother!" And why should it not go out to him? Robinson Crusoe on his island would find a brother in any human being. When two men meet on a desolate coast, and look in each other's faces, they are not apt to stand on ceremony. The tie of humanity is enough to draw them together. But here was a still stronger tie: both were working for the same end, to raise up humanity from its lowest degradation. How could a true-hearted man like Sheldon Jackson help honoring and loving one whose life was formed on the great example of sacrifice that was ever before him in the cross that hung upon his breast!

And here is the moral benefit of a life amid such hard conditions: that it throws men upon one another for sympathy and support, and upon Him who is the Creator and Preserver of all. In the Arctic regions man is bowed down with a sense of his own littleness and weakness, and dependence upon a Higher

Power. Who can look up to the splendor of the Arctic night without a feeling of awe that is akin to adoration! And if God be our Father, then all we are brethren, and common duties and common dangers should bind us together in a holy brotherhood.

I have been led to this train of reflection because I like to recall the names and deeds of those whom I love and honor. Our brave missionaries are making history for us. They are the pioneers of civilization, and if what they have done be not recognized now, it will be hereafter. When we are all dead and gone, and our Western Archipelago is no longer a wilderness; when church spires rise out of the primeval forest, and the sound of the church-going bell is heard over these woods and waters; then will the historians of that day seek among the graves of the fathers to find to whom Alaska owes its schools and churches, and no name will be held in more grateful remembrance than that of Sheldon Jackson.

H. M. F.

CLEAR SHINING AFTER RAIN.

By Rev. Theodore L. Cuyler

One of the numberless touches of exquisite poetry in the Old Testament is that which describes the "tender grass springing out of the earth by clear shining after rain." The verdant grass plot which gladdens the eye is the result of a double process—shower and sunshine. Both are indispensable. We find in this beautiful expression a type of our deepest and richest spiritual experiences. It is a type of the most thorough work of conversion by the Holy Spirit. Over every impenitent soul hangs the dark cloud of God's righteous displeasure; His holy Word thunders against sin, and His threatenings beat like a storm of hail. Repentance and faith in Christ sweep away this cloud; the thunders cease; the face of the atoning, pardoning Saviour looks forth like a clear blue sky after a storm; for there is no condemnation to them who are in Christ Jesus. No two cases of conversion are exactly similar, yet in every thorough work of grace the darkness and dread which belong to a state of guilt give place to the smile and peace of God in the face of Jesus Christ.

What is true in the beginnings of the most thorough Christian life is often realized in the subsequent experiences of the believer. Rain and sunshine both play their part in developing godly character. It ought to be a comfort to such of my readers as are under the heavy downpour of trials to open their Bibles and read how it fared with some of God's most faithful children. Abraham toiled on his sorrowful way to Mount Moriah under a dark cloud of apprehension; but the clear shining came when God approved his faith and spared the beloved son Isaac to the father's heart. The successive strokes of trial that burst on the head of Joseph only made his exaltation the more signal when he became prime minister of Egypt. There are forty-one chapters of the Book of Job through which beats the tempest which smote the four corners of his house, but in the forty-second chapter comes the clear shining after rain, and a blaze of restored prosperity. The biographies of Elijah and of Daniel prove how light is sown for the righteous; and the eleventh chapter to the Hebrews is a meteorological record to show how faith paints rainbows on thunder clouds.

In our days God often employs stormy providences for the discipline and perfecting of His own people. He knows when we need the drenchings. Every rain-drop has its mission to perform. It goes right down to the roots of the heart, and creeps into every crevice. Not one drop of sorrow, not one tear, but may have some beneficent purpose. The process is not joyous, but grievous; nevertheless afterward it yieldeth the peaceable fruits of righteousness and purity and strength. Christ's countenance never beams with such brightness and beauty as when it breaks forth after a deluge of sorrow; and many a Christian has become a braver, stronger, and holier man or woman for terrible afflictions; there has been a clear shining after rain.

This principle has manifold applications. Sometimes a cloud of unjust calumny gathers over a good man's name; lies darken the air, and it pours falsehoods forty days and forty nights. But when the shower of slander has spent itself, the truth creeps out slowly but surely from behind the clouds of defamation, and the slandered character shines with more lustre than ever. The same storm that wrecks a rotten tree only roots the more firmly the sound tree, whose leaves glisten in the subsequent sunshine.

All ye children of God who are under the peltings of poverty, or the downpour of disappointments, or the blizzards of adversity, "think it not strange as though some strange

thing had happened unto you." You have had the same experiences before. No storm ever drowned a true believer, nor shook out the foundations of his hope. The trial of your faith will be found unto praise and glory at the appearing of your Lord and Saviour Jesus Christ. Two things ought to give you courage. One is that our Lord loves to honor and reward unwavering faith. He permits the storm to test you, and then sends the smile of His sunshine to reward you. Another thought is that the skies are never so brilliantly blue as when they have been washed by a storm. The countenance of Jesus is never so welcome and lovable as when He breaks forth upon us—a sun of consolation and joy after trials.

Long years ago, on a day of thick fog and pouring rain, I ascended Mount Washington by the old bridle-path over the slippery rocks. A weary, disappointed company we were when we reached the cabin on the summit. But towards evening a mighty wind swept away the banks of mist; the body of the blue heavens stood out in its clearness, and before us was revealed the magnificent landscape stretching away to the Atlantic sea. That scene was at the time, and has often been since, a sermon to my soul. It taught me that Faith's stairways are over steep and slippery rocks; often through blinding storms; but God never looses His hold on us, and if we endure to the end, He will yet bring us out into the clear shining after rain.

"So it's better to hope though the clouds run low,
And to keep the eye still lifted;
For the clear blue sky will soon peep through,
When the thunder-cloud is rifted."

Dr. J. M. Ludlow recently gave the readers of The Evangelist an interesting sketch of his chance acquaintance with the late Professor Seeley while both were visiting Rome. As has been known for some days, Lord Acton has been selected by the Prime Minister to succeed Prof. Seeley as Regius Professor of Modern History at Cambridge. The London Christian World says that this appointment crowds into one act a number of striking features. It specifies that it "makes a peer of the realm a Cambridge professor, gives to the teaching staff of that University, for the first time, perhaps, since James II., a Roman Catholic recruit, and introduces to a leading educational post a man who, while one of the most learned Englishmen of his time, had never been to a university. Lord Acton was a pupil of the late Dr. Dollinger, and is an intimate friend of Mr. Gladstone. He placed himself out of favour with Catholic authorities by his opposition, in common with Dr. Dollinger, to the dogma of infallibility at the Vatican Council. He is a consistent Liberal, and was one of the earliest English advocates of Home Rule; which he has ably supported in the House of Lords." It can hardly be expected that he will signalize his first year at Cambridge, as did Mr. Froude his first and last at Oxford, by giving to the world so notable a book as the Letters of Erasmus all done into clear, idiomatic English, but the way is open for him to do his best, and many are hoping that the appointment will lead him to place his great learning more freely than heretofore at the service of the public.

We should esteem it as a special favor if subscribers who are not keeping a file of The Evangelist would send in copies of the issue of February 21st, as the demand for that number has completely exhausted our supply. To reciprocate for this courtesy, we shall be happy to mail to such friends an impression on fine wood-cut paper of the likeness of the late Dr. William M. Taylor, printed in that issue.

DRAWN TO DEATH BENEATH THE WAVES OF THE PACIFIC.

Thirty-Six Lives Lost in the Foundering of the
Schooner Jane Gray.

Seattle Post-Intelligencer June 2, 1898
TWENTY-SEVEN SURVIVORS ARRIVE IN THIS CITY.

Most of the Victims Are From Seattle—Of Major Ingraham's Expedition of Fourteen But Four Survive—Complete List of Victims—Disaster Happened Sunday Morning, May 22, at 2 O'Clock, While the Vessel Was Hove-to Ninety Miles Off Cape Flattery—No Storm at the Time—Occurs So Suddenly That Many Had Not Even Time to Leave Their Bunks—Refuge Taken in a Launch, in Which Vancouver Island Was Reached—From There to Victoria by Schooner—Heartrending Scene on the City of Kingston's Arrival With the Survivors of the Wreck.

The schooner Jane Gray, freighted with lives precious to this city, foundered ninety miles off Cape Flattery Sunday morning, May 22. The ship and thirty-six people were lost. Twenty-seven, including a number of Seattle men, were saved. Following is a complete list of the lost and the survivors:

THE LOST—36.

WILLIAM H. GLEASON, of Seattle.
W. ARNOT JOHNSTON, of Seattle.
PHILIP C. LITTLE, of Seattle.
SPENCER W. YOUNG, of Seattle.
BEN E. SNIPES, JR., of Seattle.
CLAUDIUS BROWN, of Seattle.
S. GAIA, of Biella, Italy.
SECUNDO BISSETTA, of Biella.
V. J. SCHMID, of Mercer Island, Wash.
C. G. SCHMID, of Mercer Island.
W. D. MALOY, of La Conner, Wash.
JOHN J. LINDSAY, of Everett, Wash.
HORACE PALMER, of Lebanon, O.
U. S. HAMILTON, of Illinois.
A. B. DUNLAP, of Dwight, Ill.
F. G. SAULSBURY, of Minnesota.
JOHN M. STUTZMAN, of Plainfield, N. J.
B. D. RANNEY, of Kalamazoo, Mich.
E. M. TAYLOR, of San Francisco.
F. S. TAYLOR, of San Francisco.
B. S. SPENCER, of San Francisco.
W. P. DOXEY, of New York.
EDW. F. RITTER, of Poughkeepsie, N. Y.
F. W. GINTHER, of Harrisburg, Pa.
B. S. FROST, of San Francisco.
W. F. DETERLING, of Pennsylvania.
WILLIAM OTTER, of Pennsylvania.
O. F. McKELVEY, residence unknown.
C. A. AIKENS, residence unknown.

THE SAVED—27.

MAJOR E. S. INGRAHAM, of Seattle.
J. E. BLACKWELL, of Seattle.
CAPT. EZEKIEL CROCKETT, of Seattle.
CHARLES E. CHARD, of Seattle.
SILAS LIVINGOOD, of Seattle.
M. F. ROBERTS, of Seattle.
DR. L. M. LESSEY, of Seattle.
C. H. PACKARD, of Snohomish, Washington.
GEORGE PENNINGTON, of Snohomish, Washington.
W. S. WEAVER, of Muncy, Pennsylvania.
GEORGE R. BOAK, of Hughesville, Pennsylvania.
C. J. REILLY, of Hartford, Conn.
J. H. CONTURE, of Hartford, Conn.
GEORGE HILLER, of Harrisburg, Pennsylvania.
P. J. DAVENPORT, of Harrisburg, Pennsylvania.
A. G. KINGSBURY, of Boston.
CONEY WESTON, of Skowhegan, Me.
C. W. WILKINSON, of San Francisco, California.
ERMINIO SELLA, of Biella, Italy.
SECONDO BIANCAETTO, of Biella.
A. CERIA, of Biella.
HANS WACHTER, of Tyrol.

N. HEDELUND, residence unknown.
CHARLES WILLIAMS, residence unknown.
WM. C. GAMBEL, St. Lawrence, Bering Sea.
MRS. WM. C. GAMBEL AND CHILD.
ANDREW CARLSON, seaman, of Seattle.
JOHN HAWCO, waiter, of Seattle.

JOHN HANSON, mate, of Ballard.
CHARLES OLSON, cook, of Seattle.
ALBERT JOHNSON, waiter, of Seattle.
CHARLES CARLSON, seaman, of Seattle.
JOB JOHNSON, seaman, of Long Island,
New York.

The Refuge of Startled Men.

The Jane Gray opened her seams and began to sink at 2 o'clock in the morning. Ten minutes after the first alarm only her topmasts were visible above water and a few feet from where she had ridden the waves a tiny launch was bobbing up and down in the starlight, the refuge of twenty-seven startled men. In that brief ten minutes thirty-six souls had passed out of this life, and one of the most horrifying disasters of the North Pacific ocean had occurred. The stars blinked down compassionately on those twenty-seven, who strained their eyes in the darkness toward the wreckage and wondered what had happened. It was as though a mighty hand had reached up from the ocean's depths and pinched the laboring schooner until her ribs cracked and the urgent water had rushed through the crevices and filled the hold; had stolen into the state rooms and coldly lapped the feet of the sleepers, rousing them to horrors indescribable; and the hand had drawn down and the waters had risen until the vessel was engulfed. No great outcry came from the lips soon to be stilled forever. The utmost bravery and unselfishness was displayed by the suddenly awakened passengers. Some did not even leave their bunks. Others refused at the last moment to abandon the vessel for fear of swamping the steam launch, which offered the only means of escape from the wreck. "If we must die," they said, "let it be like men."

The fated schooner sailed from Seattle for Kotzebue sound Thursday, May 19, with sixty-three people aboard, including Capt. Crockett and eight men. Maj. E. S. Ingraham, with the party of fourteen men equipped for Prince Luigi, at an expense of \$10,000, was on board, and another expedition of Italians under Erminio Sella. The schooner carried no cargo save the outfits of the passengers. On the deck were two steam launches. In one of these all who escaped the wreck found refuge. Had it not been for the launch not a life would have been saved.

On Saturday night, May 21, the Jane Gray hove-to ninety miles off Cape Flattery in latitude 48:40, longitude 126:55. Nothing disturbed the peace of the night until 2 o'clock in the morning, when the startling order came, "Everybody on deck." This was repeated again and again, and was heard by everyone on the ship. The vessel was sinking rapidly, and the two steam launches, loaded on the deck, were soon afloat. In one, the Kennorma, belonging to Ingraham's party, were crowded twenty-seven people. When last seen the other launch held four men, whose identity could not be distinguished because of the darkness. The launch seemed to be half full of water and was somewhat damaged. No hope is entertained that it stayed above water. In the Kennorma room was left for three or four more survivors.

The only woman aboard perished with her husband and child under romantic circumstances. Rev.

W. C. Gambel, missionary at St. Lawrence Island, in the Bering sea, was returning to his station, accompanied by his wife and baby daughter. They were in the lower cabin when the alarm was sounded. The missionary came on deck long enough to see what was happening. "We are doomed," he exclaimed. "There is nothing left but to die." He then went below and locked himself in the cabin with his wife and child. Efforts to get him on deck once more were fruitless; neither would he consent to the rescue of his wife. "We shall die together," was all he said in answer to entreaties.

On being freed from the wreckage the launch Kennorma, with the survivors aboard, was propelled to Vancouver island and there a schooner was found which brought the weary victims to Victoria. The first news of the disaster cabled from Victoria reached here early yesterday morning and created the utmost excitement in the city. The Jane Gray had so many well-known Seattle people aboard that the news carried poignant sorrow everywhere.

The announcement that the survivors were coming to Seattle on the steamer City of Kingston attracted a great crowd to Yesler dock. As the steamer drew in from Victoria a forlorn party was seen standing by the forward rail. The men were roughly dressed and their features were pinched and drawn from suffering and exposure. As they came silently

down the gangplank they were seized by waiting men and women, who clasped their hands and gave fervent thanks for their safety. Women with tears in their eyes pleaded for news of those whose faces they did not see among the saved. At the words, "All lost" they turned away in an agony that brought sympathetic sobs from the breasts of strong men. Maj. Ingraham was especially sought for news, and as he told the sad story again and again, his face quivered with emotion. As soon as he could be drawn from the eager crowd of questioners he was driven in a cab to the Post-Intelligencer office and gave a detailed account of the catastrophe and the events immediately following. He said:

Maj. Ingraham's Graphic Story.
"The Jane Gray, foundered Sunday morning, May 22, at 2 o'clock, ninety miles off Cape Flattery, in latitude 48:40, longitude 126:55. I am accurate as to the hour, since my watch stopped as I sprang into the water. We left here Thursday, May 19, and got outside the Straits Saturday morning. A strong southeast wind was kicking up a heavy sea, and a majority of the passengers were very seasick. We carried all sail that day and made ninety miles. No attempt was made to get meals, and the food passed around was partaken of very lightly. A number of the passengers were so sick they had taken to their bunks.

At 9 o'clock Saturday night we were hove-to under a foresail and staysail. The captain said he did this for the sake of the sick passengers and not because he feared danger. I slept on top of the cabin in my sleeping bag. Several times I awoke. The stars were shining and all seemed well, and I dropped back to slumber with a feeling of the greatest security. Just before 2 o'clock I heard Capt. Crockett say: "Lower the foresail."

"The schooner seemed to be listing to starboard and he evidently hoped to right her. The Gray failed to respond. She was plainly waterlogged and even then was sinking rapidly. The captain now called out in a voice heard all over the ship:

"Everybody on deck. Get on the weather rail."

"The next order was 'Cut away the launches.'

"At that time I was climbing to the fore rigging. I supposed the launches were to be cut away in order to right the ship. Others thought as I did. As soon as a launch was cut loose she floated off the quarter deck of the schooner. No one jumped into the Kennorma, which was the first to float off, and Capt. Crockett sprang to her and ordered:

"All hands get into the launches."

"The other launch had also been cut loose in the meantime and floated over the stern of the schooner. There were four men in it. The necessity of leaving

the ship was now causing a rush for the Kennorma. The launch lay alongside, now washed near by rising on a wave and again falling away with the sweep of the sea. I clung in the fore rigging of the Jane Gray until the last moment, and then sprang into the water, making a lucky grab for the launch's rail as I did so. As I clung to the rail the launch was dashed violently against the schooner, my body acting as a fender. The blow caused me to cry out, and I was drawn into the launch in the nick of time.

Twenty-seven in the Launch.

"We were without oars, and had great difficulty in warding off floating wreckage. It was quite dark, for, though the sky was clear and the stars shone bright, there was no moon. After getting away from the schooner we heard cries, and could dimly make out a man on a pile of wreckage. We pulled him out and found it was Job Johnson, of Long Island. Fifteen minutes later, another shout was heard. It was C. J. Riley, of Hartford, Conn. We turned our attention to him and he was soon aboard. Riley said he had left the Gray when her rail was only eight or ten inches from the water. For a time he had as a companion on the wreckage W. H. Gleason, of Seattle. The latter had been unable to hang on, and had sunk beneath the waves without a moan.

"It was now growing light and we could just see the topmasts of the schooner sticking above the water. These, too, disappeared. The vessel had first careened over on her starboard side until her topmasts lay in the water. She had then sunk to her port rail and had straightened once more, sinking at last in an upright position.

"We improvised a tarpaulin sail and ran before the wind. We did not head toward the coast, but parallel with it. We sailed until 5 o'clock Sunday afternoon, then made a drag, using a propeller, the tarpaulin, pieces of rope and canvas, and threw it over the stern. We rode there until 4 o'clock Monday morning. At that time a slight change in the wind made it possible for us to head direct for the land. At 11 o'clock we caught sight of the highlands of Vancouver island.

"As we approached the shore we saw rocks and reefs, with hardly a visible channel. At last an opening, a few cable lengths wide, was made out and we succeeded in passing through and rounded what afterwards proved to be Rugged point. We found ourselves in a quiet cove in Kyoquoit sound, about sixty miles from the north end of Vancouver island.

"We landed at 2 o'clock Monday afternoon, just thirty-six hours after we had left the wreck. There had been no suffer-

ing from hunger on thirst on the launch. A bag of prunes and some apples were almost untouched. It rained part of the time and we caught plenty of fresh water. The terrible scene through which we had passed deprived all of appetite. The boat had been covered with an awning to prevent the water splashing in, as the waves broke. One man was kept constantly bailing and we discovered after we had landed that two planks had been smashed near the water line. As the boat was only twenty-eight feet long by 7 feet 4 inches beam, you can understand what close quarters it was for twenty-seven men. We could neither lie nor sit.

"After landing we took an hour to limber up, and then built a fire. Some muskies were gathered and these were baked for the evening meal. About 3 o'clock on

Monday afternoon we saw an Indian in a canoe and learned of a settlement about seven miles from our camp, where stores could be obtained. The Indian had been hunting deer and promised to come back Tuesday morning and show us the way to the village.

"At 5 o'clock the next morning we boarded the launch once more and, following the native's pilotage, reached Kyoquoit four hours later. There we found the schooner Favorite, of Victoria, owned and commanded by Capt. McLellan. She was wind bound on her way home from the sealing grounds. Capt. McLellan received us with great hospitality and readily agreed to take us to Victoria as soon as the wind would permit us to set sail.

"We succeeded in getting out of the harbor at noon on Thursday, May 26, and after baffling with head winds and drifting with no winds, reached Victoria harbor this morning at 4 o'clock.

Survivors Are Destitute.

"Capt. Crockett reported our loss to the American consul and he gave transportation to the crew to Seattle. The rest of us were given a half rate on the Kingston. Several of the survivors are practically destitute, since neither money nor clothing could be saved in the confusion of the moment. A few of the outfits were insured."

The twenty-seven survivors of the Jane Gray almost to a man secured new clothing as soon as they arrived here. Many wore borrowed garments and others were clad in the rough clothes they wore on board the ship. A committee appointed by the passengers on the Favorite visited the MacDougall & Southwick Company yesterday and presented what they said was a fair demand upon the company, which they considered as operating the Gray. This committee consisted of Mr. Blackwell, Mr. Reilly and Mr. Kingsbury. It is understood that the men claim \$100 each in money and a new outfit of wearing apparel.

Mr. Blackwell stated that the committee had not completed its adjustment with the MacDougall & Southwick Company. The great majority of the survivors were, however supplied with new clothes at the company's store on First avenue.

Mr. MacDougall said last night that the company had nothing to do with the Gray any more than that she was advertised by them. He said: "The schooner was owned by J. G. Pacey and others. Our arrangements as to the new supplies for the survivors will be made with him and his associates. All we want is to do the right thing by the men."

Packard Tells of Some Horrors.

Clayton H. Packard, one of the best-known mining men in Snohomish county, and formerly publisher of the Tri-Weekly Eye, at Snohomish, was one of the men who survived the foundering of the Jane Gray. He joined Maj. Ingraham's expedition as mining expert. To a Post-Intelligencer reporter yesterday Mr. Packard gave the following story of his experiences:

"Trouble began for the sixty-three persons on the old whaler Jane Gray on Friday morning. Even before we got out of the Straits the forward cabin was awash. Every time her bow went into the swells gallons of water swept over the deck, and a great deal of it found its way into the forward cabin through the hawse holes. I had a lower berth and woke up Friday morning to find a half-foot of water sweeping around the cabin. With every wash of the vessel I was flooded. I got my personal outfit on the table and after that bunked with W. D. Maloy, of Skagit county, who had a middle berth.

"Although the water was pouring into the galley, we managed to get breakfast Friday morning. Many of the boys were seasick, and did not care to leave their bunks. The schooner was kept on her course Friday and Saturday, for the storm was not a heavy one. The water, however, continued to come aboard with every swell. We did not have another meal after getting out of the Straits. When we went to bed, on Saturday night, the schooner's hold had just been pumped out, and very little water found.

"I could not sleep after midnight (Sunday), although I had recovered from a slight spell of seasickness. Shortly before

2 o'clock Sunday morning I heard the mate, who was standing watch, call out: 'All hands on deck!' He had noticed that the vessel was keeling over more than she should when lying to. The men in the forward cabin who were awake thought the mate was calling for the crew. As I could not sleep, I said to Maloy that I would go and see what was going on. I pulled on his boots and left the cabin. Maloy turned over in his bunk, and in less than ten minutes had gone down to his death.

"On reaching the deck I noticed a dozen men in the rigging. One of them yelled to me to get up with them and try and right the vessel. I saw that this was useless, with tons of water holding down the other side, which was all awash. Water was rushing into the after cabin through a companion way in a perfect stream. Capt.

Crockett, who had been asleep in his bunk, after spending hours on deck, was awakened by the mate's cry and pushed his way on deck through the stream of water. Several of the passengers followed him.

"I got down out of the rigging and went forward to see if I could not launch a dory that was lying on top of the deck-house. I almost had the boat loose when they lowered the foresail with a bang. It covered up the dory, and I could not get at it. Maj. Ingraham and others were working with the fastenings of the steam launch Kennorma. Several of the Italians were trying to get their boat loose. Our boat finally floated off with several men in it. When it came back to the schooner we caught hold of it, and the men who were saved began to pile in.

"The Boat Is Doomed; We Die Together."

"The missionary, W. C. Gambel, was on deck, watching these operations. Every few minutes some one would remember his wife and child and ask if they had been brought out of the cabin. He gave them no answer. Finally he went back into the cabin; we thought after the woman and baby. He met one C. E. Chard, of Seattle, coming out. Gambel said: 'The boat is doomed; we might as well die all together.' With that he went into the stateroom and locked the door.

"I hesitated about getting into the first launch, as I thought it would be too full, and did not do so until Capt. Crockett said: 'Hurry up and fill this boat.' The launch was alongside near the stern of the vessel when I got in. As it floated away from the vessel on a wave Maj. Ingraham fell into the sea. He swam back to the schooner and was hanging on to the side when the launch came back. It caught the major and crushed him quite badly. I grabbed him and got him into the boat. At first we thought his injury was serious, but he came around all right.

"Mate John Hansen behaved with great bravery. He threw a number of boxes of provisions into the launch from the deck of the schooner. With every rock of the boat the main boom would sweep over us. Once it caught Hansen in the head and nearly knocked him overboard. The schooner was settling fast and we pulled the men into the boat as fast as they came to the rail. Finally we broke away from the schooner and drifted out of sight in the darkness. We had nothing but two poles to work with and could not go back for any more men. There were twenty-five in the boat at that time.

"The sea was running high, but the Kennorma rode the waves like a duck. An hour and a half after the schooner sank we picked up Job Johnson, of Long Island, N. Y., who had managed to keep afloat, by clinging to one of the overturned boats. He was hanging to the schooner's rail when she went down. A sudden lurch of the vessel threw him through the rigging. In falling he struck

a boom which tore a big hole in his gray flannel shirt and bruised him severely. He went down into the water a considerable distance and while under the water started to swim for fear that he would become entangled in the rigging. The last he saw of the Italian launch was a minute before the schooner went down. It had been knocked against the mainmast and its side partially crushed in. There were four men in the boat. When he

came up he could see nothing of it. He got to the overturned boat and floated with it until we picked him up. He was not exhausted in the least although he had been in the water a long time.

He Saw Gleason Die.

"C. J. Riley, of Hartford, Conn., had the narrowest escape of any of the survivors. About 4:30 o'clock Sunday morning we heard some one calling lustily about 200 yards away from the launch. We managed to pole in the direction of the cries, and soon came upon Riley hanging to a bundle of lumber. He was almost exhausted, and did not know whether he was above or below water. He had a grip on the lumber that two men could hardly break. In spite of this he was yelling in a deep bass voice. He had jumped from the schooner just as she went down, and had seen nothing of the Italian launch afterward.

"Riley saw W. H. Gleason, the Seattle contractor, die. Gleason got hold of one end of the pile of boards that Riley managed to reach. He was tired out when he got to the lumber, and told Riley that he could not hold on very long. Riley tried to cheer him up, and told him they would soon be picked up. According to Riley, his last words were: 'I'll have to give up. Good-by.' With that he let go his hold and went down.

"It was not the most pleasant thing in the world to drift around in that little launch. Some of the passengers made things very disagreeable by refusing to help, and by doing everything they were told not to do. There were some of the ship's stores in the boat, so we did not suffer for want of food. Strange to say, that although I had not eaten a meal since Friday morning I was not hungry. From the time we left the schooner till we landed on Vancouver island Monday evening I ate nothing but a dozen prunes. We caught rain water in the folds of the canvas cover of the launch. There was about two inches of fresh water in the launch's tank, but none of the men in the boat knew it save Maj. Ingraham and myself. We were saving it for an emergency, but fortunately did not need it.

"My Wife, My Child."

"I can give absolutely no hope that any one else was saved from the wreck. The Italian launch undoubtedly went down. If it did not, the men in it were without water and provisions and would have little chance. I believe that the Schmid boys,

Jack Lindsay, Ben. E. Snipes, jr.; P. C. Little and several others in the forward cabin, knew nothing at all of the foundering. They went into eternity without a thought. All had been very seasick for several days and had reached a stage where they did not care whether the ship went down or not. There was no time to go back into the cabin and pull them on deck. It was every man for himself, and many of those who perished were too sick to think of getting out. I saw A. B. Dunlap on the deck of the schooner, but did not see him when the launch drifted away. I talked with Horace Palmer, of Lebanon, O., for a moment on the deck of the schooner. He said:

"This is a hard way to die, isn't it. The only thing I mind is leaving my wife and children." I think he was working with the other boat, but I did not see him again. "Too much cannot be said about the bravery displayed by Capt. Crockett, Mate Hansen and the other members of the crew. They were up night and day from the time we got into the straits and displayed great coolness at the time of the wreck. The survivors passed resolutions thanking them. I do not attempt to explain the cause of the Jane Gray foundering. We were given to understand that she was a very staunch clipper whaler, yet, after passing through no storm at all, her seams opened up and she sunk almost without warning. There was not a life preserver or life raft aboard. I have nothing more to say about this until some matters have been adjusted."

Capt. Crockett's Statement.

This is the account of the disaster given by Capt. Crockett to a Post-Intelligencer reporter yesterday afternoon in the private office of the MacDougall & Southwick Company:

"My opinion is that a butt in the Gray sprung open during Saturday night and let in enough water to sink her. There is nothing in the theory that her load of freight shifted and caused her to list to starboard. There was no very heavy storm; that is, sufficient to wreck such a staunch vessel as the Gray. We were carrying practically no sail and were hove-to when I was called on deck at 2 o'clock on Sunday morning. It was my watch, but the mate and one seaman were on the deck at the time, while I was down below.

"We sailed from Seattle May 19, being towed as far as Port Townsend. There we set sail early on the morning of May 20. The wind was light and we made slow progress to the straits. We passed by Cape Flattery Saturday morning, May 21, at 4 o'clock. The wind was from the southeast. Saturday evening at 8 o'clock we reduced sail and hove-to. The foresail alone was up. The wind was stiff and it blew harder in the night. It was what I would call a moderate gale. There was a heavy sea running, but not heavy enough to swamp any seaworthy ship.

"The water was pumped out of the hold Saturday night at midnight. The vessel had been making some water, but not enough to cause any apprehension. I went to bed believing that everything was all right and with as much confidence in my safety as if I had been on shore.

"I was called, as near as I can judge, at 2 o'clock on Sunday morning, May 22. I can only tell the time by the fact that the watches of the men who were in the water all stopped at 2 o'clock. The mate called to me that something was the matter with the ship. I hurried on what clothing I could and jumped on deck. I immediately saw that there was something serious the trouble with the schooner. She had a heavy list to starboard and with every sea the list grew worse. I ordered the foresail lowered, hoping that she would right, but there was no change. Then I called for all hands to come on deck and told the men to clear away the boats.

"I gave particular directions for the men to get the woman, Mrs. Gambel, and her child, from the cabin. Then I turned my attention to getting the boats launched and to seeing that all of the passengers were placed aboard them in safety.

"The plight of the ship grew quickly worse. Indeed there was no time for anything. At the same time there was no excitement. We lowered the big launch first and before we could get the other boats in readiness for the passengers, the water carried them off the davits. Two of the smaller boats were lowered all right. The heavy sea made it difficult to handle them, however.

"Before we had time to place provisions or oars on the launch we were compelled to get on board. Three or four of us jumped into the launch and others followed by stepping off the starboard rail into the water and swimming to the launch. Those who came alongside were helped in. We drifted rapidly away from the schooner, which was slowly sinking. It was pitch dark and difficult to distinguish anything or anybody.

Ten Minutes and All Was Over.

"There was not over ten minutes of time from the moment I stepped foot on the deck until we were compelled to jump into the launch for our lives. The spars of the ship were already under water and she slowly settled on her beam ends. There were two launches, two seal boats and a dory. The other launch was smashed in the rigging, but I saw four men in it. It was half full of water, however, and I have very little hope for the poor fellows that got in it. None of the smaller boats was manned.

"I took charge of the launch and cleared her away from the wreck, calling to all within reach to join us. We drifted around for perhaps two hours and then day broke. An hour after dawn Reilly and Johnson, who were floating on wreckage, drifted to us and were saved. The schooner was nowhere in sight. At about 10 o'clock we rigged a sail of a piece of canvas in the bottom of the launch and headed north, driven before the wind.

"Sunday evening at dusk we rigged a drag so as to steady the boat. The next morning, not long before noon, we sighted land, which proved to be the coast of Vancouver island. We made shore late

that afternoon in Kyuquot sound. We landed without difficulty and immediately set about building fires and making ready to camp. We dug some mussels and ate them and obtained the first fresh water we had had for over thirty hours from a spring hard by. The following day we were piloted to the Indian village of Kyuquot, where the British sealer Favorite lay at anchor. I arranged with Capt. McLellan to take us to Victoria. We were wind bound until Thursday, but after that made good time until we reached Victoria at 4 o'clock this morning."

"What was the cause of the sinking of the Gray?"

"She must have sprung a butt," said Capt. Crockett. "The ship's cargo was well trimmed and she appeared to be in every respect sound and seaworthy. Had she not I would not have gone on her as master. The accident was in many respects one of the most remarkable occurrences I have ever heard of. The break must have come very quickly. There was no premonition or warning of danger when I turned in near midnight on Saturday night. All I can say is this: the ship was all right as far as any one could see until shortly before I was called at 2 o'clock. We had shipped some water forward through the hawser holes, but this did not cause any alarm. Whether the disaster was due to a structural weakness or not I am not prepared to say. There was no time to make an investigation. The water got into her hold some way through her side and then she filled and sank. That is all there is in the story."

Capt. Crockett emphasized the fact that there was no excitement. He said that after the launch was floated he and the others waited for the passengers to bring Mrs. Gambel to the deck and go aboard of the launch with her child. Not until they had to jump for their lives did the men on the boat, he said, desert the ship.

"I sent Claudius Brown, my father-in-law, down below after Mrs. Gambel," he said, "but her husband would not let her come. In this manner Brown lost his life."

"I WILL NEVER FORGET THAT SCENE."

James Blackwell Tells a Story of His Experiences in the Disaster.

James E. Blackwell, the well-known civil engineer, who was in charge of the construction on the Port Orchard dry dock, was a passenger on the Gray. Mr. Blackwell lives on Marion street near Twelfth avenue with his wife and family. The first intimation that Mrs. Blackwell received that her husband had encountered bad luck was contained in a telegram from him dated at Victoria yesterday morning, and informing her of his safety. Mrs. Blackwell was at the wharf when the Kingston arrived, and her delight at the safe return of her husband may be better imagined than described.

"I have no opinion to express concerning the cause of the loss of the Jane Gray," said Mr. Blackwell yesterday. "I am not a seafaring man, therefore am not qualified to give testimony concerning the reason for the disaster. I was up nearly all night on Saturday night. Why? Because the ship had shipped water Saturday morning and I felt that there was some danger. More than that, I had been terribly seasick and had not tasted food for two days.

"I first became uneasy when water poured into the forward cabin early Saturday morning. It reached almost to the second berths and it grew steadily deeper. I learned that it came through the hawser holes. The captain ordered the ship put about and headed toward Cape Flattery, but the holes were stopped up and then we turned again and headed for the north.

"During the afternoon and evening the ship made water more or less, all the time. I mean that she shipped seas over her sides about midships. Some of it slopped into the cabin of the deckhouse forward. I made up my mind to stay awake, so that if anything happened I could be ready for whatever fate had in store."

"At midnight, the sea was rough. I heard the watch sing out 'Eight bells, and all's well!' Still I remained half awake. Two hours later, I heard the watch call to the captain that something was wrong with the ship. I hurried on deck and saw that we were in a bad fix. The ship careened badly to starboard and was apparently unmanageable. Capt. Crockett came on deck about the time that I did. He ordered the foresail lowered, in the hope that he could bring her into the wind and that she would right herself. Then he sang out, 'All hands on deck!' and I knew that we were in for it. The men on the ship bundled out quickly, some without hats and others without shoes or socks. Many did not have more than enough clothes to cover their bodies. The captain told us to get on the port rail, thinking perhaps that our weight would right the now sinking schooner. This, too, was in vain. Then the captain ordered the boats cut away. This was the last resort.

"If I should live to be a thousand years old, I will never forget that scene. The night was pitch dark. The ship lay rolling under us, sinking lower and lower into the waves. Many of us were too terrified to speak. There was no great outcry and no excitement. It was too tragic for that. Many of the passengers seemed at a loss to comprehend the true situation, or at least were unable to do anything towards saving their lives. They seemed to be waiting for some one. It was all done so quickly that even now it seems hard to tell all that did happen in those few awful minutes from the time we were aroused till the darkness and the waves hid the Jane Gray from sight.

"Some of the poor fellows on the ship saw that they were lost and resolved to take their medicine. Others jumped into the water and swam for the launch after it started to drift from the ship. Others again tried to clear the other launch and boats from the rigging, and others still waited for some one to make provision for their safety. We all waited for Mrs. Gambel to come from her cabin until we had to jump into the sea to keep from being drawn down to Davy Jones' locker with the wreck. And amid all the terrible confusion the wind blew almost a gale and the waves rolled high around us.

"Finally, the launch was cleared away and I saw the men climbing into her. Some of them stepped from the ship to the launch, but many more swam through the waves. I had on a heavy sweater and a pair of long rubber boots. I was weak from seasickness and want of nourishment. Thinking of my wife and family, I summoned all the will power I possessed and stepped off into the waves. I called on every muscle in my body for the life and death task before me. The launch was sixty feet or more from the ship, but I reached it and laid hold of a line that floated out behind. Some one helped me aboard. I was limp and exhausted and could not even move for hours.

"The last I saw of the Gray there were three or four hapless fellows on her deck waiting to go down to their destruction. In a few minutes we were out of sight of the schooner and then we waited through the long night for dawn. The rest you already know."

WELL-KNOWN VICTIMS.

Something of the Lives of the Local Men Who Perished.

Probably no other victim is better known in the city than Ben E. Snipes, jr., one of the youngest men to meet death in the disaster. Snipes was the son of Ben. E. Snipes, who in his time figured very prominently in the history of Seattle. Young Snipes made his home here for years and was a member of what was known as the Agayne Club, a local society organization. He was about 22 years of age and well and favorably known in Seattle. He had contemplated going to Alaska for a long time. When the Portland returned to this city with her famous gold treasure he made arrangements to go north, but about this time a position was given him in the city which caused him to abandon the Alaska journey. The gold craze, however, lived with him and when, a few weeks ago, the opportunity to go north again presented itself, he took advantage of it.

TO BIG GOLD FOR LUIGI.

Such Was the Plan of a Party Aboard the Jane Gray.

The largest party on board the ill-fated Jane Gray was known as Ingraham's Gold Seekers. They were bound for the golden Kotzebue in the interests of Prince Luigi, of Italy, the famous mountain climber, who added to his laurels by going up Mount St. Elias last summer. Maj. E. S. Ingraham, of this city, formed the party and was to direct its operations.

There were fifteen men in the party, all strong and experienced. Several of them were University of Washington football players, famous for their strength on the gridiron. All were to put in their best efforts for two years to pour a stream of Arctic gold from their sluice boxes into Prince Luigi's coffers and at the same time enrich themselves, for the prince had been liberal in his contract. The bodies of eleven of Ingraham's men, including the heads of two of his sub-parties, now have the mighty Pacific for their sepulchre.

Last summer Prince Luigi, with some other blue bloods from Italy, came to Seattle for the purpose of climbing Mount St. Elias. They had heard before of the fame of Maj. E. S. Ingraham and arranged with him before leaving Italy to form their party. Ingraham chartered the yacht Aggie and secured the services of a half dozen strong young men, several of whom lost their lives in the foundering of the Jane Gray. The start was finally made and the mountain successfully climbed.

It was while Luigi was on this mountain climbing trip that he first heard of the wonderful richness of Alaska's gold deposits. He told Maj. Ingraham to keep him posted and agreed to furnish necessary capital if Ingraham desired to go in at the head of the party.

When Maj. Ingraham finally heard of the wonderful Kotzebue sound country he decided that he wanted to go on a gold hunting trip. He notified the Italian prince and was at once given instructions to go ahead with his plans. It took some \$10,000 to outfit the party as Ingraham thought they should be, but the money was forthcoming. Everything that could possibly be needed during their proposed two years' stay in the interior was included in their outfit, which weighed many tons. Luigi's money was not spared, and the Ingraham party left here with the most complete outfit ever purchased in this city. Ingraham even went to the expense of having a steam launch built especially for the trip. It was on the deck of the schooner when she sailed.

HISTORY OF THE JANE GRAY.

Once Capsized by an Iceberg in the Arctic Ocean.

The schooner Jane Gray was built in Bath, Me., in 1887, for a whaler. She made several cruises in the North Atlantic, but was brought around Cape Horn after a few years. Her home port was changed to San Francisco and she was sent out on several whaling cruises. Five or six years ago she was in the Arctic ocean whaling when a huge iceberg fell on her deck and capsized her. The captain and crew were compelled to take to the boats. They reached shore in safety and persuaded the captain of a United States revenue cutter to go out after the schooner. The revenue cutter towed in the schooner and the owners finally got her back. Extensive repairs were made and the schooner continued her cruise. She spent several years on sealing trips to Bering sea and the Japan coast. In that time she weathered many strong gales and has always been considered a strong vessel.

For some time prior to coming to Seattle the Jane Gray was tied up at Oakland, Cal. Her owners thought they could dispose of her for the Alaskan traffic and brought her to Seattle on a speculation. She made the trip up the coast in good time, in spite of discouraging head winds. For four days she lay off Cape Flattery, in the immediate vicinity of the place where she went down on May 22. She was finally picked up by the tug Rescue and towed into port.

Work was immediately commenced

building a deck house for the accommodation of some fifty passengers. This deck house was built just abaft the foremast and extended the entire width of the vessel. Her cabin at the stern was repaired and the vessel given a thorough going over. Loading began about two weeks before she got away and when finished every foot of the schooner's hold was full. She also had a good deck load, which included two steam launches and a quantity of lumber.

The Jane Gray was given a registered net tonnage of 107.07 tons. She was 82 feet 7 inches in length, 22 feet beam and 9 feet 2 inches depth of hold. She was built of oak throughout and, being a comparatively new vessel, was considered perfectly safe.

It is understood that she was well insured.

SONS OF ITALY.

Those Who Escaped Will Not Again Risk Their Lives in Local Waters.

Six sons of sunny Italy, lured to the Northwest by the tales of the wonderful treasure land of the Yukon, made up a party on the Jane Gray. Four of them came back yesterday, determined never again to risk their lives in the search for gold. The other two are probably floating around on the bosom of the Pacific, near where the Jane Gray went to the bottom.

E. Gaia, a lawyer, and Erminio Sella, a civil and mechanical engineer, were the leaders of the party. They purchased their outfits in Seattle and were well supplied with provisions, etc. They are almost destitute of immediate funds.

The four remaining subjects of King Humbert gathered together in a corner of the lobby of a down-town hotel yesterday and chattered in their own language with a friend, who lives here, and who had come to console with them. They told and retold their adventures with their own peculiar gestures and in tones that often spoke volumes for the sorrow they felt for the loss of their comrades.

A. G. Kingsbury, of Boston, and B. D. Ranney, of Kalamazoo, Mich., were partners on the Jane Gray. Ranney was lost, and Kingsbury has before him the unwelcome task of sending word to the dead man's family of his tragic end.

A Life-Saving Launch.

The steam launch Kennorma, on which the twenty-seven survivors of the Jane Gray wreck floated to safety on the shores of Vancouver island, was built in Seattle. Her lines are peculiar, and she was designed by Fred H. Boynton, who is also her builder. She was 27 feet long and saved a life for every foot of her length. When Maj. Ingraham first proposed going to Alaska, Boynton submitted plans for a launch, which were accepted by Prince Luigi.

FACED DEATH LOCKED IN A LAST EMBRACE.

How Missionary Gambell Perished With His Wife and Child.

BELIEVED THERE WAS NO HOPE.

He Did Not Lock His Wife in the State Room, as Was First Reported—A. G. Kingsbury's Thrilling Account of the Last Moments of the Trio—He Tried in Vain to Save Them—Snipes' Last Moments as the Gray Sank Into the Sea—Hope for the Men in the Launch.

Additional light thrown upon the wreck

of the schooner Jane Gray off the coast of Vancouver island bears out in all the important details the narrative printed in the Post-Intelligencer in the special editions on Wednesday and in the regular edition yesterday morning. In the homes of the men from Seattle who went down with the ship there is today mourning and grief. The hand of sympathy and of affection has been put forth to those who have lost and who now suffer far more, perhaps, even than those for whom they mourn.

In one important particular the narrative told to the reporters of the Post-Intelligencer by the survivors is to be modified. This is in regard to the last hours of Rev. Vene C. Gambell, his wife and their child Martha, who remained in the cabin and who were drowned by the rushing water perhaps even before the ship settled and sank slowly to the bottom. The statement that Mr. Gambell locked his wife in their state room and refused to leave at the entreaty of the men who sought to save them is, it is now alleged, incorrect. In the confusion of the moment it was difficult for any of the men on the schooner to retain a clear and comprehensive idea of all that transpired around them. Then, in addition, the statements of the survivors differed in many particulars. But the consensus of the statements of the returned passengers of the Gray obtained yesterday leads to the conclusion that Mr. Gambell believed that there was no possible hope for his wife and child and himself.

Gambell Dressed Hastily.

It is believed that he dreaded more than almost instant death from drowning under the waves a life and death struggle for a boat against the other passengers, perhaps believing that there were not enough boats for all, and that even could the passengers leave the sinking vessel in the launches, they would have no chance for life in the raging sea.

It now appears that when the call, "All hands on deck," was given and repeated down the companion way by Capt. Crockett, Mr. Gambell dressed hastily and went on deck to learn what the trouble was. By this time the water was pouring down the companion way into the cabin with every wave that beat against the struggling ship. The table in the dining room had been thrown up on end against one side of the cabin, and the ship had a list of perhaps 45 degrees to starboard.

Mr. Gambell, according to the story of survivors, took a survey of the deck and looked for one brief moment at the surf, which rolled strong and high, breaking over the forward part of the ship and drenching nearly every one on deck. He saw that the ship was already sinking. Then he returned to the cabin, evidently convinced that all attempts to escape would result in more torture than the fate that lay in their pathway.

While Mr. Gambell was on deck his wife called to him, saying: "Father, what shall we do! What shall we do!" This was repeated once or twice, and the missionary went below to tell his wife that they stood facing their doom.

A. G. Kingsbury, of Boston, gives perhaps the clearest account of the last moments of Mr. Gambell and his wife and child of any of the men who were in the cabin just before the Gray turned over in her death struggle with the waves. Mr. Kingsbury yesterday made this statement to a Post-Intelligencer reporter:

Kingsbury's Story.

"I was awakened from a sound sleep by the voices from the deck calling to all hands to get out. It must have been after

the majority of those in the cabin had emerged, because I looked around me and saw no one in the cabin except Mr. Gambell and his wife in their state room, the door of which was open. I heard him say just as I was dressing: 'We are all lost; there is no chance for us.' Gambell had gone on deck, as I subsequently learned, and after taking a survey of the surroundings, had returned to his wife and child in the cabin. As I stepped from my berth I got into water perhaps two feet deep. The dining table had been turned up on end when the ship careened to starboard, and stood not far from my door. I was next to the companion way. I stepped out of the way of the table and reached for my shirt and cap. Then I saw that we were in great danger. As I turned to go up the companion way on to the deck, I passed Mr. Gambell. His back was to me and he was leaning over talking in low tones to his wife. I said: 'Come, let's get out of this, quick,' or something to that effect. He did not appear to hear me. I again spoke to him, turning him around and grabbing him by the shirt. He said, 'There's no chance for us. We're lost.'

"I said, 'Give me the baby and get your wife. We can take the boats.'

"He replied again that it was no use. Mrs. Gambell had looked up as I spoke the last time, as if she was interested. I told them that there were boats on the ship and that we could at least make an attempt to save our lives. Then I told them that I would go up the stairway and reach down for the baby, and for them to hand it to me. I knew that if I got that baby the mother's instinct would lead her to follow it wherever it went, and that perhaps they would come out of the cabin and try to save themselves.

The Ship Was Sinking.

"All this passed through my mind much quicker than I can tell it. Every wave washed into the companion way and down into the cabin, each freshet being larger than the rest. As I turned to go, I thought I saw in their faces a look as if they understood me and would comply. As I mounted the companionway and reached the deck, I turned and looked down, expecting Gambell would hand me the child. I called twice for him to come and give the baby to me, but he did not reply again. Then I heard the captain tell every one to get into the boats. I turned and saw that the ship was already sinking; that the starboard rail was under water and the schooner was on her beam ends. Just then I heard some man going down the companionway, heard his boots scrape against the metal covering of the steps. This must have been Brown, whom the captain sent down after the woman and her child. In another minute I had slipped off the boat and into the sea. Then I made for the launch, diving under the wreckage several times, until I reached its side. I was helped into her and looked around to see the Gray disappear in the waves and the darkness of the night.

"I believe that Mr. Gambell and his wife meant to come out on deck and try to get into the boat, but that before they could make a move, the water rushed into the cabin with such force and in such quantity as to make their escape impossible. It was all over in a minute. Within two minutes at the most after I got on deck, I slipped into the water from the starboard rail and swam to the launch.

"For a time, there was nothing said on the launch. The men appeared to be too horrified at what they had passed through to speak. There was no room for thought and none for words; for nothing but horror at the awful fate of the good men who were still on the Gray sinking to the depths below, and from which we had all escaped. After a while I called out for Ranney, who was my partner. There was no response and I knew that Ranney was lost. Some one called out for Ranney and there was no reply. Then I believed that he, too, was gone. And so it was for an hour or more, as the dark night gave way slowly to the broadening beams of the sun.

that the difficulty will be overcome in time and that they will be able to carry on their business with the Orient without such annoyances. If the Klondike travel continues, which I believe it will, there would be a splendid opening for a transportation company to operate on the Pacific waters between this coast and the Orient, and I am surprised that the opportunity has not been taken advantage of. The pending war has caused a very vexatious condition among the shippers, and will have the tendency to still further interfere with the transportation of merchandise from the coast to the Orient.

"There is a great demand in all the countries I visited for products of the different states on the Pacific coast, and that demand, I believe, is bound to increase, as all the Eastern countries are gradually adopting more modern methods, and are becoming more of the fashion of what we would call civilization. The people in these countries, however, are noted for their cunning and cannot be deceived a second time. While in Siberia I sold a large consignment of flour for a firm I represented, and I assured the buyer that the goods, when delivered, would be of the same quality as the samples I carried, but when the flour arrived in Siberia it was found to be of an inferior quality, and as a result the firm which made the shipment injured its business among the Siberians immeasurably.

"Yes, I sell goods in the Orient and other Eastern countries for Washington firms, several of which are in Seattle, and I find that they give good satisfaction and come up to all expectations in every respect. The Centennial mill, for instance, is widely known throughout the entire East as a Seattle institution, and its goods are in much demand throughout Japan, China, the Sandwich Islands and Siberia. Seattle beer also finds a good market in the same countries, and not long ago I found Queen City bottled goods in a Siberian saloon. I cannot understand why the lumbermen of Seattle and vicinity do not establish a business with Eastern countries. Railroads are now in course of construction in China, and at the present time ties are being shipped to that country from the mouth of the Columbia river, and other lumber which will be used for various construction purposes incidental to a railroad is to be shipped from time to time. American lumber is in great demand in the East, and I predict that thousands of dollars will be made in the shipment of it from the Pacific coast.

Agricultural Implements in Demand.

"A large amount of corrugated iron will also be shipped through Seattle to be used in the railroads which are to be built, in addition to other material. There is also a great demand for agricultural implements, as the farmers, especially those

Siberia, are adopting new and late methods in farming, and it is claimed that they intend to take the place of the United States in furnishing China, Japan and other Eastern countries with flour and grain. This argument is made on the grounds that the Transsiberia railroad is to tap the wheat fields of Siberia, and will greatly facilitate the shipment of that product to other countries. I believe, though, that the Siberians will never prove to be good farmers, and that the inferiority of their product will greatly interfere with their chances of ever displacing the Americans in supplying the

ham, having been a scholar in the South Thomaston schools when the major, as a young man, and before coming to Washington, was the principal of the graded schools of that town. When Maj. Ingraham began to organize his party, Mr. Millay was one of the first whom he invited to join him, knowing his physical and mental worth to an expedition of this nature. Beside his father, Mr. Millay leaves to mourn his tragic death his mother and one sister, Mrs. John C. Newborg, of Mattapan, Mass."

H. F. Gambell, of Tacoma, a brother of Rev. V. C. Gambell, accompanied by his brother, Dr. F. H. Gambell, of Winfield, Iowa, were in Seattle yesterday gathering the details of the story of the loss of the Gray, so as to send an account of it

to their father J. C. Gambell, whose home is at Winfield. Mrs. V. C. Gambell was born in Iowa. Her maiden name was Nellie Webster. Mr. H. F. Gambell, who is

rough con- sider-

tained.

allegiance to our government. They now

an employe of the postoffice in Tacoma, said yesterday: "I could not believe that my brother locked his wife in their state-room, when they were summoned to come on deck, and I am glad to learn that this part of the narrative told yesterday is incorrect. My brother was a minister of the Presbyterian denomination, and had been a missionary on St. Lawrence island for three years. He returned last fall and spent the winter visiting the family at home. His loss in the wreck of the Gray is a terrible blow to all of us."

Believed the Jane Gray Was Safe.

Capt. Francis J. Burns, the marine surveyor, was thoroughly satisfied that the Jane Gray was in every respect staunch and seaworthy when she left port. "I visited the schooner shortly before she sailed," said Capt. Burns yesterday, "and I felt confident that she was equipped to make the voyage in perfect safety, as much so as any vessel I have seen. She was well built and practically new. She was on the dry dock at San Francisco just before she came up here, and was thoroughly inspected there, as I am informed. She was also copper painted and her hull appeared to be perfectly sound. The Fireman's Fund Insurance Company has \$5,000 insurance on her, and when I looked at the Gray I had no thought that the company was taking anything more than an ordinary risk."

"It is my opinion that a butt started on the Gray. Of course this is only a theory. I am satisfied that there was no defect in the structure of the Gray apparent when she sailed from Seattle. Her load seemed to me to be well placed and trimmed. Her loss is indeed a terrible thing."

Survivors May Sue.

There is some talk of suits being brought against the MacDougall & Southwick Company by the survivors of the Gray. Mr. MacDougall has refused to recognize that the survivors have any claim on the company, as the schooner was owned by Mr. J. G. Pacey and others, and not by the company.

"What we have done for the passengers that were saved has been simply an act of friendliness on our part, and nothing more," said Mr. MacDougall yesterday. "We are in no sense responsible for any claims the survivors may make for loss of their effects."

"The Gray was not the property of the company," said Mr. Pacey yesterday. "She was owned by myself and others whose names I do not care to mention now. The survivors have no claim against the company. Some of them bought their outfits of us and others purchased their goods elsewhere. That is all there is to it."

J. E. Blackwell, chairman of the committee appointed by the survivors to look out for their interests, had a conference with the men last evening. They have not yet decided what steps to take. The MacDougall & Southwick Company has provided for the immediate wants of those who were left without means, paying their hotel and restaurant bills and furnishing them with clothing and shoes.

Even a Joke in the Story.

Some of the survivors of the Jane Gray were discussing their experiences yesterday afternoon in front of the Brunswick hotel, where they are stopping. There was some merriment among them, showing the disposition of men safely out of impending trouble to jest at their misfortunes.

"Job Johnson and C. J. Reilly are going to immortalize themselves in a play," said one of the survivors yesterday. "They floated around for nearly two hours on wreckage after the ship sank, and now it is proposed that they go on the stage and do a 'tank' act. It would be great."

Point is given to the jest when it is remembered that Mr. Reilly was formerly engaged in the theatrical business.

Were These Men Lost?

The names of N. Hedelund and O. C. McKelvey appear in the list of the Gray's passengers who were lost. A dispute has

arisen concerning these men. One authority has it that they were not on board the boat, but the passenger list furnished the Post-Intelligencer by Mr. J. G. Pacey gives their names as among those who embarked. Mr. Pacey believes that both

were on the ship. McKelvey bought a ticket just before the Gray sailed. He was alone, and there is no record as to where he came from. It may not be definitely known for some time, whether Hedelund boarded the Gray or not.

Williams Came From Olympia.

C. A. Williams, one of the lost, lived at Olympia. He was of English birth and had resided in the state but a short time. It is understood that he was married.

W. F. Deterling was from Arlington, Minn., instead of Pennsylvania, as was first published. His partner was William Otten, not Otter, as first given. He was from Minnesota.

literary numbers was rendered by Miss Benson, Miss Hard, Mrs. Edmund E. Smith, T. N. Joy, Misses J. C. and J. H. Johnson, Mrs. Josephine Bonaparte Rice, reader, in one of the small class rooms. The service was previously arranged for the service of refreshments.

Of Interest to Women.

Dr. Sheldon Jackson, superintendent of the government bureau of education in Alaska, will address a meeting at Westminster church Monday afternoon at 3 o'clock.

KLONDIKE MINERS NEED CHARITY.

Washington Star 1899
Representative Coming to Washington to Ask Aid of Government.

SEATTLE, Wash., January 9.—According to late advices from Dawson the United States government will be called upon to relieve indigent miners in the Klondike. The Nugget, under date of December 10, says there a strong movement on foot at Dawson to send a representative to Washington for the purpose of enlisting the United States government in the cause of aiding in remedying the great distress which prevails among the miners of the Yukon. The hospitals are overcrowded with indigents and the finances of these institutions will not allow of any more wholesale charity.

The Yukon council declares itself already out of funds to care for the indigent sick. Donations for the care of the sick come in regularly, but in small amounts, while at this present moment nothing less than \$9,000 per month will come anywhere near taking ordinary care of the poor fellows who are without money. Scurvy has made its appearance and none but those connected with the hospitals know of its extent. The distress here has outgrown the charity of the place and nothing less than \$200,000 will relieve the distress of this winter. Food is here in plenty, but it takes money to buy it. A memorial will be sent to Washington asking Congress to help.

The Philadelphia Press

PUBLISHED DAILY AND WEEKLY.

TERMS OF THE PRESS.

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The Philadelphia Press

TUESDAY, JANUARY 3, 1899.

SCORES DR. SHELDON JACKSON.

Russian Bishop Tells Mr. McKinley Alaska Suffers from Him.

Special Despatch to "The Press."

New York, Jan. 2.—A special farewell mass was celebrated this morning in the Syrian-Arabic Chapel of the Orthodox Russian Church, No. 77 Washington Street, for Bishop Nicholas of Tauris and Simferopol, late of the diocese of Alaska and the Aleutian Islands, which

includes the Russian churches of the United States and Canada. The Bishop is about to sail for Genoa in company with the Grand Duke Cyril Vladimirovitch, who arrived in this city to-night.

The Bishop's farewell address to his flock admonished the people to avoid attempts of other churches to proselyte them. He advises his people to avoid the public schools, considering them godless.

The Bishop has addressed a letter to President McKinley on alleged abuses in Alaska, in which he said:

"Alaska stands in need of radical reform in all directions. A limit must be set to the abuses of the various companies, more especially of the Alaska Commercial Company, which for over thirty years has had the uncontrolled management of affairs."

"A limit must be set to the abuses of officials who (as shown by the experience of many years) are sent there without discrimination and exclusively on the recommendation of Alaska's irremovable guardian, Sheldon Jackson."

"Alaska must be delivered from that man. By his sectarian propaganda he has introduced dissension, enmity and iniquity where those evils did not before exist."

"Will you be acting consistently, if, while waging war for the liberty of Cuba, Porto Rico and the Philippines, you ignore all these things at home, in a part of your own country, which have been waiting thirty years for the blessings promised to it?"

Evening Transcript
Boston, Mass.
Jan 4, 1899.

Bishop Nicolas prelate of the Orthodox Greek Church who leaves this country to take up his duty in his new see of Tauris departs in a very unhappy frame of mind. The public school system of this country is very unsatisfactory to Bishop Nicolas. He attributes to the teachings of the public schools "chasing after easy gain, pleasures, and recreation" which he finds a conspicuous form of exercise in this country. Bishop Nicolas returns to Russia where, as there are no public schools to speak of, his eyes will doubtless not be grieved by people chasing after easy gain.

SCORES DR. SHELDON JACKSON.

Boston Journal Jan 4, 99

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Rev. Father Barnum, who, some months ago, was appointed librarian of Georgetown University, has reached Baltimore from Alaska, where he has been stationed for several years, and, after a period of rest, will, it is expected, enter upon the discharge of his new duties.

Father Barnum, in giving an account to a friend, of the work of the Catholic Church in Alaska, said that, while the field is a difficult one, it is also a most promising and profitable one.

The Prefecture Apostolic of Alaska was, he said, established less than three years ago. The prefect is the Very Rev. Pascal Tosi, S. J., and his residence is at Kozhyski. The most important Roman Catholic church in Alaska is located at Juneau City, with Rev. J. B. Rene, S. J., as priest in charge. At this time it has three missions, one at Sitka, a second at Wrangle and the third at Forty Mile Camp, on the Upper Yukon. Plans were under way when Father Barnum left to establish six new mission stations along the Klondike and Yukon. Although abandoned almost entirely, the land and house at Circle City are being held, under the belief that the city will be resettled with the influx of gold seekers next April. Father Barnum is quoted as expressing the opinion that the half has not been told of the richness of the country in gold quartz.

Early next month, probably the 11th.

Washington Post Jan 18. 99
MAILS TO ALASKAN POINTS.

Contract Made for Monthly Service from Sitka to Unalaska.

The Post-office Department yesterday made a contract with the Pacific Steam Whaling Company, with office at San Francisco, for mail service along the Southern Alaskan coast, from Sitka to Unalaska, including all intermediate points. The distance between these points is 1,600 miles, and every point in that stretch will now have a monthly service during the entire year. The present contract is supplementary to existing service not now applicable to all points, and is especially important in view of the possibility of securing in connection with it an overland route to the Yukon wholly within the United States territory. The all-United States route now in contemplation stretches from Valdez, on Prince William's Sound, to Circle City or Eagle City. In the near future the route may be brought into general use.

COPPER RIVER EXPEDITION The Sun Jan 29. 99 CAPT. ABERCROMBIE'S EXPLORATIONS DURING THE SEASON OF 1899.

Work on the Trans-Alaskan Military Road —Journey Over the Valdez Glacier— Grandeur of the Scenery of the Keystone Canon—Zones of Copper and Borite.

WASHINGTON, Jan. 28.—Capt. W. R. Abercrombie, Second United States Infantry, commanding the Copper River, Alaska, exploring expedition during the season of 1899, made an official report of his operations to the Secretary of War to-day. The report covers a variety of subjects in which the inhabitants of the United States are deeply interested. One of the important topics treated is the work thus far performed in laying out the great trans-Alaskan military route from Port Valdez, Alaska, to Port Egbert, on the Yukon.

Capt. Abercrombie left Washington on March 22, 1899, under instructions from the War Department to open a military road from Valdez to Copper Centre, Alaska. He was also instructed to select suitable locations at Valdez, Copper Centre, the crossing of the Upper Copper, the crossing of the Tanana, the head of Forty Mile Creek, and such other points as in his judgment might be deemed proper for military reservations; to select available routes of travel and feasible routes for railroad construction, and to ascertain the adaptability of the country for agriculture and stock raising. He was also to take note of the mineral resources of the country passed over, as well as the resources in matters of timber, fuel and food products. He was expected also to report on the material best suited for food for animals, as well as upon the location and condition of the natives of the territory explored.

On the arrival of Capt. Abercrombie, April 21, 1899, at Valdez, he met a motley looking crowd that had just arrived from a long journey over the Valdez Glacier from the Copper River Valley. From reports received he was led to believe that hundreds were dying of starvation and scurvy in the region named. Subsequent investigation demonstrated that these reports were not exaggeration. He visited the various cabins in which upwards of a hundred of these destitute prospectors were housed and found them in a most pitiable condition. Most of them were afflicted with scurvy, while not a few of them had frost-bitten hands, faces and feet. In talking with these pitiable objects, Capt. Abercrombie said, that upward of 70 per cent. of them were mentally deranged.

Incident to the construction of the Trans-Alaskan Military road, from the cantonment at Port Valdez to Port Egbert on the Yukon, Capt. Abercrombie selected men who had been formerly employed in railroad and trail construction through the Big Horn and Rocky Mountains of Colorado and Wyoming.

The trail crew left the cantonment at Valdez, April 29, and proceeded to the mouth of the Keystone Canon. Capt. Abercrombie describes the scenery of the canon as being most impressive, comparing in grandeur and massive outlook with either the Grand canon of the Colorado or that of the Yellowstone. There are three beautiful waterfalls at the mouth of the canon, while far above them on the mountain summit are small glaciers. One of these falls has a plunge to the river below of 700 feet. At the mouth of the canon is a monster glacier with its deep blue coloring, the glacier being framed by the green foliage clinging to the canon walls. Looking up the canon on the right side is a perpendicular wall of rock over 1,200 feet in altitude.

Capt. Abercrombie reports that the harbor at Port Valdez is what is technically known as a submerged valley, the head of which is filled in with glacial deposits and terminal moraine. The harbor from Stanton Narrows to the mouth of Low River is about ten miles long by three miles wide. Owing to the great depth of water and the proximity of the warm Japan current the harbor at Valdez, with the exception of a mile and a half at its head, is accessible at all seasons of the year to ships of any size.

Capt. Abercrombie believes that the future for a railroad through this section of Alaska is very promising, owing to the presence of large zones of heavily mineralized copper deposits, the development of which will unquestionably yield a local tonnage of great volume. He says that the proximity of tie and bridge timber, the absence of any great engineering feature, would render railroad construction in this section a comparatively easy problem for a mountain division.

The total length of the road, which Capt. Abercrombie believes possible for railroad construction is 93 miles. The total length to be excavated is about 35 miles and the total length to be cleared and grubbed, 67 miles. Twenty-six bridges were constructed, exclusive of small culverts, with a total length of 856 feet. The largest bridge is 121 feet long. These bridges have 40 spans, the longest span of 40 feet being in the bridge over the China Canon. Two bridges have 4 spans each and three others have 2 spans each. Eighteen spans measure 25 feet or over. Nine log cribs were constructed, and 21,224 feet of logs were used in stringers and sills. These bridges have a width of 9 feet. The width of road in excavation varies from a five-foot to a ten-foot roadbed, the narrowest part being in Keystone Canon. The width of clearing and grubbing varies from 6 feet to 35 feet, and averages about 25 feet. The narrowest part, viz., the six-foot width, is in the advance 12 miles and was made only of sufficient width to permit the passage of packhorses.

Referring to the geological and agricultural possibilities of the Copper River district, Capt. Abercrombie says that during the summer of 1899 the prospecting of some fifteen or twenty men, over an area much larger in extent than that covered by all the New England States resulted in a practical demonstration of the existence of heavy mineralized zones of copper, borite, and other ores in the mountainous districts of the Chettyna, Mount Blackburn and Tanana and White Rivers, which, collectively may be classified as the Wrangell series, and in the main range of the Rocky Mountains at the head of the Chistachina River.

From this area Capt. Abercrombie succeeded in obtaining thirty-five pan samples of average ore, which, upon assay, showed the presence of a percentage of from 16 to 81 per cent. copper, with traces of gold and silver. Capt. Abercrombie says that there can be very little doubt that in favorable localities in the Wrangell group of mountains (which are volcanic in origin) concentrated copper deposits will be found in great masses. He says it is not uncommon to find nuggets of native copper in the shape of float, varying in size from small bird shot to pieces weighing many pounds.

While this metal seems to predominate in an oxidized form, cinnabar, galena, gold, silver and iron ores have been found in many places. Placer deposits carrying gold as coarse as corn kernels have been discovered on Quartz Creek, Fall Creek and on the head waters of the Chistachina. On the latter stream the pay gravel is said to run from \$1 to \$25 per cubic yard. Coal deposits of the Kenai

series were found in the Taziena, Gokona and Chistachina, which are said to be of a very high order of lignite and of economic value. Marble of various colors was found in quite extended dykes.

Relative to the agricultural possibilities of Alaska, Capt. Abercrombie is very sanguine. He calls attention to the fact that he forwarded to the War Department last summer some particularly fine specimens of potatoes, beets, turnips, radishes, peas and lettuce, which he believes can be grown in almost unlimited quantities in Alaska, while oats, rye and wheat that he saw mature during the past season were equally as fine.

ENLISTMENTS IN THE ARMY.

The Record for December

SCHOOL SYSTEM FOR ALASKA.

Times Herald. Chicago Ill.
Appropriation of \$60,000 Is Asked For
Feb 16 in the House. 1899

[SPECIAL TO THE TIMES-HERALD.]

WASHINGTON, Feb. 9.—In the next year twenty public schools are to be established in Alaska, the only fixed territory of the United States now lacking a public school system. W. T. Harris, commissioner of education, to-day asked the house of representatives for an appropriation of \$60,000 to be expended in building schoolhouses and maintaining schools in the fiscal year beginning July 1.

ALASKA EXPERIMENT STATION Wash. Star Feb. 17. 1899 Prof. Georgeson of the Agricultural Department Going to Sitka.

Professor C. C. Georgeson of the Department of Agriculture, will leave here Saturday for Alaska to establish at Sitka an agricultural experiment station and look after the agricultural possibilities of that region. Professor Georgeson is a native of Denmark, and thoroughly familiar with the conditions of agriculture in northern Europe, and has had a long experience as a professor and experiment worker in Japan. The inquiries will be conducted on a systematic basis, and advantage will be taken of the experience of the past two seasons in that region. Professor Georgeson was conducting investigations in Alaska last year, and despite late planting, not reaching Sitka until the middle of May, the oats, barley, flax, potatoes, and a number of different kinds of vegetables of good quality matured, and clover and grasses made an excellent growth.

This spring an experiment office building will be erected at Sitka, to contain offices, laboratories and quarters not only for the special agent in the experiment work, but a weather observer. A full equipment will be purchased to meet the requirements, and later small buildings will be erected on reserved land at Sitka and Kenai for field experiments.

The experiments now will be limited to growing different crops, studies of soils and different methods of culture, and preservation of grasses and forage plants, and before long experiments in the care and feeding of live stock may be feasible.

FACTS ABOUT ALASKA.

Data of the Military Explorations of the Territory Compiled.

For the first time the government has compiled a history of the great territory of Alaska, bringing the explorations made by army officers up to date, and including an elaborate description of the physical resources of the territory. The compilation, when published, will make a large octavo volume of about 500 printed pages. The material was supplied by the War Department, under the direction of Assistant Secretary Meiklejohn, to the Senate, which had charged the committee on territories by resolution with obtaining all the data on the subject of the military explorations of Alaska and the lines of communication and natives in the possession of the government. Senator Carter, chairman of the committee, presented the report of the committee, which, he states, was delayed in order to include the reports of the military expeditions which were sent out by the Secretary of War last year.

In his report Senator Carter says: "The compilation of accurate data on the material resources of Alaska has become a public necessity. In view of this fact, the Secretary of War has placed before the people of the United States, through Con-

His answer to those entreaties was, I consecrate my

allegiance to our government. They now

of the pectors have not been ascer-

gress, all the material on the subject in his possession. This consists mainly of the several expeditions into Alaska under the direction of the military arm of the government, beginning with that of Lieut. Raymond in 1809, and including as well the expeditions which were subsequently made by Brigadier General O. O. Howard in 1875, Lieut. Frederick Schwatka in 1883, Lieutenants Ray and Abercrombie in 1884, Lieut. Henry T. Allen in 1885 and the expeditions of Capt. Ray and Lieutenants W. F. Richardson and E. H. Wells in 1897, down to the more recent and more important reconnaissances made by Captains Abercrombie and Glenn in 1898. The reports of these military explorations and reconnaissances of military explorers of Alaska, eleven in number, have for the first time been carefully revised, rearranged and collated by the War Department in the form of narratives, something unique, and which has never before been accomplished in a government work. The story of each member of the expeditions is tersely told. And your committee believe that the compilation will prove to be the most comprehensive that has thus far been undertaken by the government, and will extensively add to our present knowledge of this colossal domain of the United States."

CHILD OF THE COLD DYING OF THE COLD



Zaksriner, the Esquimaux Child Who
Is Dying.

N.Y.C. Journal

Changeable Weather Too

Much for the Little

Esquimaux.

March 3, 1899

The deadly winter climate of New York threatens to cause the death of one of the most interesting residents of the city, little Zaksriner, one of the Esquimaux twins who were brought here a month ago to have their anthropological measurements taken for the Museum of Natural History. This hardy little girl, reared in a climate so cold that zero weather is considered oppressive, has fallen victim to the changeableness of February weather, and she may die.

The Journal told yesterday morning of the illness of the little one. A throat specialist was called in yesterday, and he pronounced her condition serious. An operation may be necessary to assure even a chance of saving Zaksriner's life.

It has been but a little over a month since Zaksriner and her twin sister, Artmahoke came to New York from Seattle, where they had been at school. They are the adopted children of Miner Bruce, who was in charge of the Alaskan station for the distribution of reindeer, fifty miles east of Behring Strait. He took them when they were babies because their father was too poor to feed them, and they feel toward him as though he were really their parent.

Scientists of this city are preparing a book on anthropology, and Mr. Bruce was asked to furnish information on the Esquimaux. He announced that he could furnish two little people from the land of snow who would prove to be interesting studies. The little twins were sent for, and they made the long trip overland from Seattle to Montreal alone. From Montreal to this city they were in the company of Mr. Bruce.

Since their arrival they have been at the disposition of the scientists, who have taken casts of their anatomies, and have studied them carefully. Little Artmahoke seems to be enjoying perfect health, but she is not allowed to see her sister, for fear that the disease may communicate itself to her. Mr. Bruce is greatly troubled over the illness of his foster child.

N.Y. World

ALASKA'S ABSURD COMPLAINT.

March 14, 99

Those Americans in Alaska who are clamoring for benevolent assimilation by Canada are singularly unappreciative of what their officials are doing for them.

They even resent the education in modern political methods which those officials are trying to give them by way of preparing them and fitting them for self-government as it is practised in New York and other advanced States at home. Here is Gov. Brady of Alaska actually complaining that all government there is in the hands of only sixty bosses, who "have no interests in Alaska except to grab whatever they can."

True, seven of these officials are under indictment for malfeasance in office, but that is apparently an unimportant circumstance. For as to the Judges who must try the offenders, Gov. Brady says he has known them to try a lawbreaking liquor-seller and then accompany him to his saloon for "the drinks."

The offenders are further protected by their own shrewdness, for the Governor tells us of one official who seized and confiscated a liquor-dealer's stock under process of law and then did a good stroke of business for himself by selling it all to its original owner.

Who can doubt that with similarly gifted instructors in the science and art of government, benevolently sent to them by the friend of Wimberly and Demas and Cohen and Carter and Eagan and Alger, the Filipinos and the people of our other outlying dependencies will speedily achieve that fitness which is the prerequisite of self-government?

New York Evangelist

Mar 16 PROGRESS IN ALASKA. 1899

Mr. George E. Brackett, a prominent citizen of Minneapolis, who has spent the past year in Alaska building a wagon-road from Skagway to the summit of White Pass, has been in Washington City of late, in company with Governor Brady, in the interest of legislation needed for the Territory. He furnishes some fresh and interesting information to The Post of that city concerning matters in the Far Northwest. Mr. Brackett completed his wagon-road, and it at once reduced the price of transportation to Dawson from fifty cents a pound to ten cents; but an English company appeared upon the ground with a project to construct a railroad over the pass to Lake Bennett, there to connect with steamboats for Dawson, and realizing that his wagon-road would be of little use after the opening of rail communication from the coast to the interior, he sold it to the new enterprise. This little strip of railroad will make possible a perfectly connected rail and steamboat service from the coast to a great portion of interior Alaska. Mr. Brackett says that the newly discovered Atlin gold-fields in British Columbia, a short distance east of Lake Bennett, will equal, if not surpass, the Klondike. The legislature of British Columbia has dealt American interests a hard blow by the passage of a law forbidding Americans to take up further claims in that region. There is a possibility, however, that the law may be repealed at the instance of the Joint Commission now sitting in Washington.

Mr. Brackett estimates the amount of gold taken out at Dawson during the past year at \$15,000,000. He predicts great fortunes in store for quartz prospectors in Alaska, there being an immense country in the region of the Atlin and Yukon Valleys where gold quartz is found. Rich deposits of quartz are always found where placer gold originated. A quartz ledge was located in August of last year on Taku Arm, where a pay streak sixteen inches wide was found, assaying \$1,166.62 to the ton.

According to Mr. Brackett, Alaska is not a disagreeable country to live in, and he even claims that the temperature of the Yukon makes it a more desirable winter climate than Minnesota. The thermometer ranges from zero to ten below. When it gets down to thirty and forty below it is only for a little while. In summer the land is filled with beautiful flowers, and the hunting and fishing are superb. Skagway is a model city. Boasting of a population of only 6,000 people, it has graded streets and electric lights, is supplied with water from a lake in the mountains 800 feet high, and there is sufficient pressure to throw a

stream as high as that thrown by the best fire-engines. Dawson, once a huddle of tents and shanties, is now a stirring city. The winter temperature of Sitka resembles much that of Washington City. Mr. Brackett sees no reason why there should not be an exodus of farmers into the most northern of our possessions. At all the lower Alaskan ports the soil produces vegetables as good as any that can be raised in New England.

Thousands of barrels of oil from herring and cod are shipped from Alaska every year, and about 1,000,000 cases of salmon are sent from the lower ports annually. Since the United States purchased the Territory in 1867, its output has been \$67,000,000 in fish, \$33,000,000 in seals, and \$15,000,000 in gold, or \$115,000,000 in these three articles. During the past year alone \$4,000,000 in fish and as much in gold

have been taken out of the Territory, more in one year than we paid for the whole tract.

Actual living necessities can now be purchased at reasonable prices, the scale of prices having greatly changed during the last few months. Food has gone down in price to a quarter of what it was during the early rush, and flour can be purchased for as little as it costs in the States. Wages have gone down also, but not to a proportionate degree. Mr. Brackett has great faith in the future of the native Indians, and believes that they are capable of becoming excellent citizens. He is enthusiastic about the work done among the Indians by Father Duncan, as he is known in that country, who began his work on British territory some forty years ago. He found the Indians a degraded set, many of them being cannibals; but after years of untiring work he succeeded in forming a co-operative community of 1,000 educated Indians, trained as carpenters, blacksmiths, machinists and the like, and living peaceably and comfortably together. Owing to a difference between him and the Church of England, he obtained a tract of land from Congress to govern practically as he pleased, and removed thither with his Indian community. This was ten years ago, and to-day there is a thriving colony of Indians there, living in a co-operative and more or less communistic way, with only one white man among them—Father Duncan. They have a clean little town, with water works and good sidewalks. Trees are planted along the streets, and their church, which like everything else was built by the Indians, is a pretty building seating over 500 people. The church has an organ, which is played by an educated Indian girl, and is accompanied by a choir of fifty voices.

Mr. Brackett's description of this progressive Indian town, called Metlakahla, ought to be an object lesson to us regarding the Philippines. If one man can do such wonders with a tribe of uncouth savages, it seems reasonable to believe that the same good results can be obtained by conscientious work in our newly acquired territory.

Mr. Brackett has also shown us that there are splendid opportunities for enterprise and muscle in Alaska not only for the "wash-pan" and the "rocker," but for the spade and the hoe as well. He mingles his enthusiasm with a good deal of sound common sense, and advises no one to entertain any hopes of success in Alaska unless he has at least \$500 capital.—*The Northwest Magazine*.

—For the Presbyterian Banner.

Edward Marsden's Home at Metlakahla, Alaska, Menaced.

May 18 BY G. 1898

In Southeastern Alaska is an island five by fifteen miles in extent, known as Annette, and it is inhabited by Mr. William Duncan and about one thousand Christian Indians. The history of this settlement began in London, England, over forty-one years ago. Admiral Prevost, of the English Navy, was ordered to cruise in Alaskan waters. On his return he told of the degradation of the Indians, and offered to take whoever the missionary society, of the Church of England, might select to carry the Gospel to those people.

William Duncan, a young clerk in a mercantile house, heard the appeal, and offered to go. His employers and friends urged him not to risk his life. His answer to those entreaties was, "I consecrate my

life to elevate some of those people"; and nobly has it been done. He landed at Fort Simpson, British Columbia, October, 1857. The fort had a palisade of heavy timbers, and was guarded day and night, and so treacherous and bloodthirsty were the natives, that only two or three were permitted to enter the fort at once, when they came to trade. Mr. Duncan's first sight of the customs of the natives was a band of these frenzied cannibals, maddened by rum, performing their devil dance and other cannibal rites, in which many were killed.

Mr. Duncan learned the language from an old chief, but it was not until eight months after he had arrived, and the news of his coming to preach had been spread abroad, that it was safe for him to attempt to speak it. He had to preach nine different times, once for each tribe, as their dialects differed, and the tribes were hostile to each other. In 1858 he started his school with 26 children and 13 adults. At the close of the year he had 190 pupils. Persecution followed, and his life was in danger many times. The medicine men, who were the leaders in the terrible scenes of the pagan religion, were the instigators of all trouble.

The next step was to separate the hopelessly pagan from the more hopeful class. A meeting was called, a statement made, and those who were willing to abandon their old life and make a pledge to observe the Sabbath, send their children to school, be clean, industrious and peaceable, honest in trade, build good houses, etc., were to say so. Fifty of those present agreed to do those things. Mr. Duncan then took his little band twenty miles away. They prospered and were taught to build comfortable houses, a church, and roads, and various industries were introduced. They called their new home Metlakahla. The result of all this was, that quiet, good order and industry prevailed. Some Indians who visited the village told wonderful stories of their progress when they returned to their homes. They said those Indians had become white, could talk on paper and hear paper talk; that they no longer ate dog flesh or one another.

Mr. Duncan had many difficulties to contend with. The people so lately taken from barbarism were far from perfect; the neighboring tribes gave trouble; and then he was not able to carry out all the tenets of his Church, as the Bishop of British Columbia insisted that they should be. He would not allow wine to be used at their communion, as nearly all their troubles had arisen from drink, and they had not yet enough knowledge to distinguish the right of using it then and not at other times. There was trouble also about the ownership of the property acquired.

Finally, on account of these difficulties, they determined to emigrate. Mr. Duncan came to the United States, and through the aid of Bishop Brooks and other influential men, President Cleveland assured him they would be protected. On March 3, 1891, Congress passed a bill granting them Annette Island as a reservation. They abandoned the homes and improvements of many years, and taking what they could in their boats, went to Annette Island. There they unfurled our beautiful flag and swore allegiance to our government. They now

have over two hundred comfortable houses, a large church, town hall, school house, saw mill, salmon canning establishment, large store, and all the various industries are carried on. The Indians are diligent and happy, they are well clothed and well fed. The work of forty-one years is seen in their evolution from barbarism to their present state, and the fact that Gov. Brady of Alaska, in his report recommended that the rights of citizenship be given them.

This tiny island, which is twelve times the size of New York, has become an object of interest to outsiders. Some gold has been found there, not much, but sufficient to entice gain seekers. Now there is a bill in Congress asking that this island be taken from the Indians and returned to the public domain, and opened for the settlement of white men. Will our government commit such a grievous wrong? Our representatives should be urged to do justice to these people. Last August, when the steamer City of Mexico was wrecked in Dixon's Strait, her passengers and crew were most kindly cared for by these Indians when they reached the island at 10.30 P. M. A short time before they reached the island one of the life boats had met a fishing smack belonging to the island, and the men hurried home to tell of the wreck. A large fire was started on the beach as a beacon light; the steam yacht sent out to help, and as the life boats came to the beach these Christian Indians were there to welcome them, the men wading out and pulling the boats in as the rowers were almost exhausted after rowing thirty-six miles. Mr. Duncan took each one by the hand and thanked God for their safe deliverance. All were taken to comfortable quarters where large fires had been kindled to warm them and dry their clothes. They were for four nights and two days most hospitably entertained, the best that the island afforded was at their command. The steam yacht was sent to Kitikan to leave word for the Topeka to call at the island for the passengers, as all vessels do not go to Metlakahla. Edward Marsden, one of Mr. Duncan's boys.

SIXTY LIVES LOST.
Columbia Exploration Company's Boat Sinks.

SAN FRANCISCO, Aug. 8.—A letter received by the Alaska Commercial Company, dated Unalaska, July 28, says:

Information received here is to the effect that an entire party of twelve prospectors, calling themselves the Columbia Exploring Company, together with Rev. R. Weber, a Moravian missionary, his wife and two native pilots, bound for the Kuskokwim river, have been lost.

Not long ago Rev. Mr. Weber was asked by some of the prospecting party, who were on board the steamer Lakme, to go with them as pilot and interpreter, with two Indian pilots, up the Kuskokwim river. He agreed to do so, taking his wife and child along. On June 24 Weber met the party, which had a fifty-foot steamer and two barges. They were at Good News bay, but were short one boat, which was needed to buy their stores.

On July 27, the natives say, the small steamer, with the two barges in tow, left Good News bay to proceed up the river. Soon after their departure a terrific storm arose. A few days later the natives reported a stranded barge ashore on the north side of the river. It was laden with supplies, all of which were appropriated by the finders. Later on a raft was found adrift. Nothing has been heard of the sixteen persons who started up the river, and it is thought they have perished. The names of the prospectors have not been ascertained.

enough, the dogs will eat up the

SHIPPING TO SIBERIA.

GREAT FIELD FOR OUR PRODUCTS
OPENING UP THERE.

W. R. Townsend, Representing Siberian Steamship Line, Sends Flour From Seattle—Washington Staples Make Up Oriental Cargoes.

According to W. R. Townsend, export agent for Japan, China and Siberia for Clarkson & Co., there is a great field opening up in Siberia for American products. He arrived in Seattle Wednesday to attend to the shipping of 500 tons of flour to Vladivostok by way of Nagasaki on the Riojun Maru, and left last night for Victoria. He stopped at the Butler while here.

Mr. Townsend spent all of last year in the Orient and Vladivostok, and returned to the United States with very favorable conclusions as to the future of American trade with there. Vladivostok has a regular population of 30,000, besides from 50,000 to 75,000 Russian soldiers that are constantly quartered there, and all these people subsist almost entirely on American goods. Most of their supplies go direct to Vladivostok, and the Pacific coast accordingly reaps the benefit. There is a slow but steady development going on in Siberia. From Vladivostok there is a railroad west about 300 miles to the Amoor river, and transportation is thence down that stream by steamer for 1,000 or more miles. Another railroad is being constructed from 100 miles west of Vladivostok, thence southwest through Manchuria to Port Arthur, touching at Tientsin and finally ending in Peking.

Although the Siberian steamship line which Mr. Townsend represents has its head shipping point and headquarters at Portland, it is Washington that supplies most of the cargoes to Siberia. Washington flour and lumber are the principal articles of shipment, most of the former being secured in Spokane or Seattle. The shipment on the Riojun Maru was purchased from the Centennial mills in Seattle. Mr. Townsend considers Seattle quite as good a shipping point as Portland. His company during the last four months has sent five steamers of 2,500 tons each to Vladivostok, and keeps two regular liners, the Tai Fu and Ragnar, constantly in the service. There is much competition with Hongkong merchants for business in the Orient, and it will require years of close figuring under the most favorable conditions to be able to undermine their control of the trade. The Russians are not favorable to foreign immigration, and will not permit outsiders to have much to do with Siberian development. They are, however, forced to use American products in their new railroad from St. Petersburg to Vladivostok. This route will probably be finished and in operation by 1905.

Mr. Townsend is a brother of Ned Townsend, the author of "Chimmie Fadden," and now one of the editors of the New York World.

ALASKA'S REINDEER HERDS.

DR. SHELDON JACKSON'S WORK IN INTRODUCING THEM.

The Usefulness of the Animals Demonstrated in Part at Least in Spite of Adverse Criticism—Results Accomplished Thus Far—Dr. Jackson's Hopes and Plans.

SITKA, Sept. 15.—One of the most-talked-about men in Alaska, and not always in complimentary fashion, is Dr. Sheldon Jackson. One of the leading objections made to Dr. Jackson is his reindeer work. On this subject I had a long talk with him on board the Revenue Cutter McCulloch, coming over from Dutch Harbor, where we took him on board, fresh from Siberia, whither he had gone on another cutter, collecting more reindeer. The reindeer idea came as new to him. In 1890 he went on

the cutter Bear to Kamchatka, bearing presents from this Government to certain natives there, for services rendered to wrecked American whalers and there he saw to what uses the reindeer was put; how it served as a beast of burden, a producer of milk and meat, a furnisher of fur for clothes and hide for shoes; and, furthermore, supplied sinews, intestines, hoofs and horns for numberless domestic and other purposes. Indeed, the Kamchatkan, with a drove of reindeer, was perfectly independent, and the reindeer liked the climate and grew fat on the moss which abounded in his home. Dr. Sheldon saw the value of the reindeer to the Alaskan natives and when he came back to the United States at once proceeded to talk reindeer. He soon had charitable people interested and in 1891, with \$2,200, raised by private subscription, he bought sixteen reindeer in Siberia at \$10 each. It was all he could get on the first call, as the Siberians were shy. These animals were brought to Dutch Harbor on the Bear in September and left there, as no place elsewhere had been made for them. The deer were turned loose, and scattered over the mountains, on the mainland. Two deer yet remain in the vicinity of Dutch Harbor but they are seldom seen.

In 1892 Dr. Jackson succeeded in picking up 161 more reindeer, which he landed at Port Clarence, in charge of a Government herder and four Siberians. For these he paid from \$3 to \$4 each in trade goods, money being of no value to the Kamchatkans. In 1893 he prevailed upon Congress to appropriate \$7,500 and in 1893 and 1894 250 reindeer were landed at Port Clarence. Shipments continued until 700 had been landed at a cost of about \$25 each, transportation costing \$20 each. In the meantime Dr. Jackson was active in Washington and in 1895 he had a further appropriation of \$7,500, which was increased to \$12,500 in 1896, and to \$25,000 in 1899.

Reindeer stations were established at seven points in Alaska in 1894. Seven Lapps were brought over from Lapland to take charge of the stations and to teach the natives how to care for the herds and utilize them to the best advantage. The plan is to select the most intelligent native boys and give them five years' instruction, after which they are to have twenty-five reindeer as a gift and twenty-five as a loan to start in business with. Animals are also lent to various missions for breeding purposes, as many as 118 being borrowed by the Congregational Mission at Port Clarence, while the Swedish Mission at Golovin Bay and the Episcopal Mission at St. Joseph on the Yukon got fifty each. At present the herd at the Congregational Mission numbers 714, and each of the others has 250, with a constant increase of the number and healthy animals.

In 1890 deer were taken from the stations or brought from several missions and sent in charge of Lieuts. Jarvis and Bertholf and Dr. Jackson to the revenue cutter service to the relief of the whalers who were reported to be starving at Barrow. The deer were driven over hundreds of miles of snow, in the dead of winter, and Port Barrow was reached safely. Of the 300 deer devoted to the relief of the whalers the remainder, mostly females, were left at a station at Point Barrow. Dr. Jackson believes that the lives of these 200 sailors were saved by the reindeer, but his enemies contend that they would have got along as well without them. It was a great piece of Arctic work by these brave men, whatever else it may have been. I saw a trio of the dogs at St. Michael that had made the trip of 2,400 miles and they were as fit as if they had never worn harness.

A somewhat different line of reindeer work was that undertaken in 1898 by Dr. Jackson under direction of the War Department with an appropriation of \$200,000 to bring 539 animals from Lapland to the relief of needy miners in the Yukon country. For these \$10 a head was paid and sixty-three Lapps with their families, in all 113 people were brought over in the Manitoban. Dr. Jackson went to Lapland in charge of the work, and brought the herd to Seattle in twenty-six days, with the loss of only one reindeer. At Seattle the military authorities took the work away from him and thereafter everything went wrong. Three of the herd died in Seattle, eight in Skagway and before moss pasturage was reached, about fifty miles from Skagway, 300 had starved to death. For all of these mishaps Dr. Jackson denies responsibility. His enemies are less lenient. These deer were chiefly geldings, trained to work, and what are left are now performing various services along the Yukon. Many of them have been killed by the miners for food. A number have been bought at \$125 each to be used in carrying the mail down the Yukon. A monthly mail will be carried from Rampart to St. Michael, a distance of 800 miles, and it is said that the deer teams, carrying 400 pounds each, will make the trip in fourteen days, say about sixty miles a day. Others will be used for freight sleds, and hitched in strings of eight, each deer to his own sled, led by one man and driven by another, will make thirty miles a day carrying about a ton and a half of freight to the trains. In such work the deer need no attention, as they feed on the moss and require no shelter even in the coldest weather.

The miners were so anxious to secure some of these deer, when they were seeking to reach the gold fields of the Yukon, that they offered as much as \$300 each for them, but there was

no authority to sell them at that time. Dr. Jackson is of the opinion that cattle raisers from the States could get rich in Alaska raising reindeer for use among the miners moving all over Alaska gold hunting. I give this tip free to stock men.

The Swedish Mission near St. Michael received \$2,000 for carrying freight over to the Cape Nome district last winter on deer sleds, and \$1,700 worth of transportation of troops and military stores for Cape Nome was furnished free to the Government from the station at Unalaklik.

According to Dr. Jackson, the reindeer is the salvation of the natives, and is not less useful to the whites who are now flocking to the interior of Alaska. The reindeer is the ideal freighter as he can go wherever a man can, climbing hills, swimming rivers and making his thirty or forty miles a day, hitched to a sled or with a pack of 100 pounds on his back. As a reindeer doesn't weigh more than 175 pounds, Dr. Jackson is probably a little over enthusiastic on this point. At the same time the reindeer can do all this. He can live off the country as the man cannot, for he can scent out the reindeer moss even under the snow; he uses the snow for his bed, and if the miner is likely to starve to death, the reindeer can be converted into food on very short notice. Dogs are different, as a dog must carry his own food, and a three weeks' supply for him makes a load, thus leaving only a narrow margin for freight, except on very short trips, or where food relays are frequent. Neither is dog meat so toothsome as venison, even to a hungry man.

This year the Bear has brought in 113 reindeer from Siberia, the Albion 105 and the Thetis 81, with two more loads expected before Oct. 1; and the total number of reindeer now at the various stations and elsewhere is 7,000. This is a very creditable showing, and if it keeps on at this rate there will soon be more reindeer than there are natives. It may be said, incidentally, that the natives for whom the reindeer were intended have not utilized them as their neighbors do over in Siberia.

The Doctor thinks there is moss pasturage in Alaska for at least 9,000,000 animals. This seems to be a somewhat large estimate. Caribou animals, likened to the reindeer in a wild state, abound, and there is one great trail north and south over which 50,000 pass every year. It is estimated that from 5,000 to 8,000 a year are killed by the whites. Why the natives have never worked out their own salvation by domesticating the caribou, or why Dr. Jackson doesn't catch a few to mix with his imported reindeer, may be explained later. Such a proceeding now, the Doctor says, would make the reindeer wild and useless for what he intended them. It is pretty certain that a native Alaskan would apply to Dr. Jackson for assistance in catching one, if it once got loose and started to run—such is the native confidence in the Doctor.

What is funny to most people in these parts, but possibly not to naturalists, is the statement by the Doctor that a reindeer shapes his horns to suit his fancy. He does it when they are in the velvet—that is, soft—by combing them, as it were, with his hind hoofs. He is said to be as particular in his work as a lady in dressing her hair, and if he should want more prongs, he cuts a hole in the velvet and a new one comes out. This he shapes to match the others. He can usually see how to do it, but when he cannot, the Doctor says, he uses any still water he can find as a mirror. The Doctor tells of one, blind in one eye, that had one finely shaped horn and one that grew any which way; and of another with partially paralyzed hind legs whose horns grew almost straight up in the air. I hope some Eastern naturalist will verify the Doctor's statement for the benefit of the doubting Thomases in Alaska.

What the final outcome of the reindeer business in Alaska will be is entirely a matter of the future, but on the face of it as now presented, it seems to be the foundation for a good thing. The natives in the nature of things must give way to the stronger race of whites, and when civilization has had its opportunity to handle reindeer raising as it should be done, the results must be valuable to a country whose climate and soil are unfavorable, if not impossible, to the successful raising of any other kind of stock. What Dr. Jackson has done in introducing the reindeer is worthy of commendation, and what the end will be depends wholly upon the development of Alaska's mineral resources in drawing hither a large population of white people accustomed to some, at least, of the comforts of civilization.

W. J. Lampton THE S

NOVEL IDEA OF GOV. BRADY

New York Sun Oct 15, 99
IT IS THAT ALASKA HAS GREAT FARMING POSSIBILITIES.

W. J. Lampton
Ideal Irrigation of Soil Frozen All the Way Through—Grain, Fruit, Vegetables and Especially Grass Looked For in Time by the Governor—Skeptical Coast Comment.

SITKA, Sept. 21.—Gov. Brady, of Alaska, is the ruler over one-sixth of the area of the United States, and he has just returned from a summer tour over a portion of his dominion, occupying two months' time. He travelled nearly 5,000 miles, all of which was by water, except forty-six miles by rail from Skagway to Lake Bennett, the head of navigation on the Yukon, about 2,500 miles from its mouth. If any other Governor in this broad land of freedom has a river 2,500 miles

long under his jurisdiction or in his bailiwick, I would be pleased to hear from him. Nevertheless, the Governor is a plain man of the people, and a Presbyterian in whom there is no guile. He is also an enthusiast on the subject of agriculture in Alaska, and while he is not unmindful of the limitless mineral wealth of his domain he is really more interested in the agricultural possibilities, seeing that the minerals are rich enough to take care of themselves while agriculture needs a bit of bolstering.

The Governor has been living in Alaska for twenty-one years, coming hither from New York as a Presbyterian missionary, after being graduated from Yale College. He went into merchandising and sawmills within a year or two after his arrival, and incidentally he has been a farmer. He has a handsome home just at the edge of Sitka, and a garden that is the pride of his heart and the hope of his declining years. In this garden he raises all manner of truck that can stand a superabundance of moisture and gray skies, and he has a three-hundred-dollar silo, as an example to the world of what can be done with Alaska grass in the form of ensilage. I may here explain that Alaska hay is always wet, and in order to preserve it it should be put into a silo, where it is packed tight and allowed to ferment. It is afterward cut out in slices, something like green cheese, and fed to stock. It may be added that cattle would prefer their hay in the cut-and-dry form, but as it cannot be had, except when imported at high prices, they make up their minds to eat what is set before them and therewith be content; so they take their ensilage straight and thrive on it.

"The possibilities of agriculture in Alaska," said the Governor, "are far beyond the expectations of the general public. Grass is indigenous and timothy, alfalfa and red top will grow stronger than in the East. Hay cannot be cured, owing to the dampness, but the grasses are very suitable for ensilage, being highly nutritious. Even better than the grasses is a species of wild rye. I have a silo, there is one at the Yakutat Swedish Mission, one at Unga, one at Wood Island Baptist Mission, one at Unalaska, and one in Cook's Inlet neighborhood, and all of them prove satisfactory when properly handled. Turnips, beets, potatoes, peas, onions, carrots, parsnips, radishes, rutabagas, horseradish, rhubarb, cauliflower, lettuce and the very choicest kind of celery may be raised, and at points far north and in the interior they grow better than they do in the damp and warmer air of the coast. The interior summer days are long and vegetation may get twenty-two hours of sunlight a day, thus making up for the fewer number of days as compared with the summers in the States.

"Then, too," continued the Governor, growing enthusiastic, "we have in the interior what I consider to be the ideal irrigation, the very ideal. You know the soil never thaws below eighteen inches or two feet and of course in the interior it is frozen hard to the surface. Well, when the first spring thaw sets in—say in May—and for an inch or two down the ground becomes soft, the farmer can put in his seed, which soon respond to the influence of the warm sunshine and sprout. Then, as the season advances, the plants grow and the thaw gets further into the ground. Now, no matter how hot or dry the season is—in fact, the hotter and dryer the better—the frozen ground thawing below keeps the soil on the surface moist, and all vegetation thrives.

Permit me to interrupt the Governor's narrative at this point long enough to call the particular attention of agriculturists to the Governor's ideal irrigation theory which outside of Alaska has never been heard of.

"The trouble with people who come to Alaska," the Governor continued, "is that they do not come here with any specific purpose. They are after the sudden wealth of gold, and they have no idea of seeking permanent homes here as they do in the great farming regions of the West. If they did that and were willing to turn their attention to agriculture and stock raising, they would be fully as successful as the average farmer in other sections of the country. Stock can be raised almost everywhere in the country. Grass, grass, grass, let me say again, grass, grass, grass. There are millions of acres of it, growing in many places as high as four feet and stock can live on it without other food. Almost the whole of the Yukon valley is a meadow and millions of cattle could be raised there. Grass grows in the valleys along all the rivers to the Arctic Circle, and the possibilities for stock raising are sufficient to warrant any person attempting it. The interior is dry and the moist soil of the coast, which is said to be injurious to the hoofs of stock, is not common there. I expect to live to see the day when there will be more stock raised in Alaska than in the two States of Oregon and Washington.

"Small fruits do well in southeast Alaska, and

large quantities of strawberries can be raised at Yakutat, 240 miles northeast of Sitka. A small cranberry, with blueberries, huckleberries, red and black currants and gooseberries grow in profusion in the southeast and as far up as Kadiak. The red currants of the Copper River valley are especially fine. Another fine berry is the salmon, which is somewhat in the nature of a cross between the black and the raspberry. The salmon berry grows to be as large as the end of your thumb, and is of red and yellow variety. Very fine crab-apples, something similar to the Siberian crab, grow in several localities, and there is one tree in Sitka with eight inches diameter of trunk. No attempt has ever been made to graft hardy southern apples from the crab stem. Ordinary apples do not grow well, but we had one tree in Sitka on which I have seen one apple. The crab apple blooms beautifully and in the spring their fragrance draws thousands of bees. I planted twenty-five cherry trees some years ago, but the ravens destroyed them before they had attained any size. Hardy pears, I think, could be grown successfully. As I have said before, so few people try to do anything in agriculture and fruit that nothing definite is known as to what might be done.

"Bees are plentiful, and from the millions of wild flowers which prevail everywhere, and the clover which grows well, fine honey and plenty of it might be produced. In some sections there are very many humming birds which the natives catch with a slimy snail tied with a red flannel rag on a stick.

"I have raised on my place in a small way, as an experiment, wheat, rye, oats, barley, flax and buckwheat, and others have done the same. The flax is extra good, making a fine lint, and I would call the attention of linen makers to Alaska flax. At Kadiak the monks raised barley a hundred years ago.

"Returning to stock again, I am reminded that near Kadiak an Irishman has a cattle ranch with forty or fifty head of stock, and some years ago a lot of cattle were let run wild to take care of themselves on the Semidi Islands. I stopped there on one occasion from a ship, and one of the cattle was killed for beef and dressed a thousand pounds of as fine beef as any man would want, and this entirely from the range. Hogs will do very well and they find plenty of skunk cabbage in the woods, of which they are very fond. They are also fond of peas, and will root for clams along the shore. Poultry also thrives well, geese and ducks particularly.

On this point let me interrupt the Governor again to say that I am informed that the hog becomes a fish eater when he has the opportunity and his flesh becomes unpalatable. So, too, with poultry, and a hen egg sometimes tastes as if it had scales on it. One man told me he had even found fish bones in an egg. I leave this man to the mercy of the Governor.

"Let me say again as a finality," concluded the Governor, "grass, grass, grass. The lack of water in Wyoming and Montana almost offsets the grass in those States, but we have both water and grass in Alaska, and where they are there also will be all the stock to put Alaska in the lead. And agriculture will develop only second to stock, as soon as the people who come here come with the idea of making homes for themselves as they do in the States of the great Central West."

As an addendum to the Governor's remarks, I may say that the average resident or visitor in Alaska is not the enthusiast that Gov. Brady is, though there are many who believe that the interior of the country will develop sufficient stock raising power to supply any local demand that may arise from the growing population. After two months, August and September, spent along the Alaskan coast from Cape Nome to Puget Sound, I should say that water-cress, with the accent on the water, is about the only thing in agriculture that would grow successfully. With one or two exceptions, the gardens I saw were dripping wet and the poor little plants seemed to shrink from the leaden skies and shiver appealingly in the misty air for a mackintosh or an umbrella. Possibly I am mistaken; I hope so. I know I felt that way myself, and there are about 365 days of it, too, every year! This is, however, only along the coast, back for say fifty miles, which is hardly a criterion, seeing that Alaska contains almost 600,000 square miles of territory.

The Government is making some effort with experiment stations at two or three points under the direction of Prof. Georgeson, of the Agricultural Department at Washington. A new office and residence, occupying the site of Baranoff Castle at Sitka, a most commanding location on a hill, is nearly completed and is the showiest thing on the coast. A plot of ground for experiment work has been set aside just beyond the town, but up to date it is still uncleared, though as much as \$200 an acre is offered for clearing it, which reminds me that where trees grow in Alaska they grow so close together and so fill the soft black peaty soil with their interlacing roots that one farmer could not clear a quarter section homestead in a lifetime. At Kadiak a small patch of experiment ground is principally occupied at present in showing what cannot be raised on Alaskan soil, and a similar one is located somewhere on Cook's Inlet, where the mist is heavy enough to load it in a gun and shoot ducks with. However, the Alaska Agricultural Department building on Castle Hill rises grandly as a monument to the farming industry, and it is no reflection upon Alaska that it is not yet finished, because its friends have not been able to raise a sufficient appropriation.

"Raise nothing," said an irreverent and skeptical coast resident, in response to my inquiry about cereals; "why, we can't even raise hell in Alaska; there's too much water here."

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on 4.8 am Oct 15, 1899
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SITKA, Sept. 21.—Gov. Brady, of Alaska, is the ruler over one-sixth of the area of the United States, and he has just returned from a summer tour over a portion of his dominion, occupying two months' time. He travelled nearly 5,000 miles, all of which was by water, except forty-six miles by rail from Skagway to Lake Bennett, the head of navigation on the Yukon, about 2,500 miles from its mouth. If any other Governor in this broad land of freedom had a river 2,500 miles long under his jurisdiction or in his bailiwick, I would be pleased to hear from him. Nevertheless, the Governor is a plain man of the people, and a Presbyterian in whom there is no guile. He is also an enthusiast on the subject of agriculture in Alaska, and while he is not unmindful of the limitless mineral wealth of his domain he is really more interested in the agricultural possibilities, seeing that the minerals are rich enough to take care of themselves while agriculture needs a bit of bolstering.

The Governor has been living in Alaska for twenty-one years, coming hither from New York as a Presbyterian missionary, after being graduated from Yale College. He went into merchandising and sawmills within a year or two after his arrival, and incidentally he has been a farmer. He has a handsome home just at the edge of Sitka, and a garden that is the pride of his heart and the hope of his declining years. In this garden he raises all manner of truck that can stand a superabundance of moisture and gray skies, and he has a three-hundred-dollar silo, as an example to the world of what can be done with Alaska grass in the form of ensilage. I may here explain that Alaska hay is always wet, and in order to preserve it it should be put into a silo, where it is packed tight and allowed to ferment. It is afterward cut out in slices, something like green cheese, and fed to stock. It may be added that cattle would prefer their hay in the cut-and-dry form, but as it cannot be had, except when imported at high prices, they make up their minds to eat what is set before them and therewith be content; so they take their ensilage straight and thrive on it.

"The possibilities of agriculture in Alaska," said the Governor, "are far beyond the expectations of the general public. Grass is indigenous and timothy, alfalfa and red top will grow stronger than in the East. Hay cannot be cured owing to the dampness, but the grasses are very suitable for ensilage, being highly nutritious. Even better than the grasses is a species of wild rye. I have a silo, there is one at the Yakutat Swedish Mission, one at Unga, one at Wood Island Baptist Mission, one at Unalaska and one in Cook's Inlet neighborhood, and all of them prove satisfactory when properly handled. Turnips, beets, potatoes, peas, onions, carrots, parsnips, radishes, rutabagas, horseradish, rhubarb, cauliflower, lettuce and the very choicest kind of celery may be raised, and at points far north and in the interior they grow better than they do in the damp and warmer air of the coast. The interior summer days are long and vegetation may get twenty-two hours of sunlight a day, thus making up for the fewer number of days as compared with the summers in the States.

"Then, too," continued the Governor, growing enthusiastic, "we have in the interior what I consider to be the ideal irrigation, the very ideal. You know the soil never thaws below eighteen inches or two feet and of course in the interior it is frozen hard to the surface. Well, when the first spring thaw sets in—say in May—and for an inch or two down the ground becomes soft, the farmer can put in his seed, which soon respond to the influence of the warm sunshine and sprout. Then, as the season advances, the plants grow and the thaw gets further into the ground. Now, no matter how hot or dry the season is—in fact, the hotter and dryer the better—the frozen ground thawing below keeps the soil on the surface moist, and all vegetation thrives.

Permit me to interrupt the Governor's narrative at this point long enough to call the particular attention of agriculturists to the Governor's ideal irrigation theory which outside of Alaska has never been heard of.

"The trouble with people who come to Alaska," the Governor continued, "is that they do not come here with any specific purpose. They are after the sudden wealth of gold, and they have no idea of seeking permanent homes here as they do in the great farming regions of the West. If they did that and were willing to turn their attention

to agriculture and stock raising, they would be fully as successful as the average farmer in other sections of the country. Stock can be raised almost everywhere in the country. Grass, grass, grass, let me say again, grass, grass, grass. There are millions of acres of it, growing in many places as high as four feet and stock can live on it without other food. Almost the whole of the Yukon valley is a meadow and millions of cattle could be raised there. Grass grows in the valleys along all the rivers to the Arctic Circle, and the possibilities for stock raising are sufficient to warrant any person attempting it. The interior is dry and the moist soil of the coast, which is said to be injurious to the hoofs of stock, is not common there. I expect to live to see the day when there will be more stock raised in Alaska than in the two States of Oregon and Washington.

"Small fruits do well in southeast Alaska, and large quantities of strawberries can be raised at Yakutat, 240 miles northeast of Sitka. A small cranberry, with blueberries, huckleberries, red and black currants and gooseberries grow in profusion in the southeast and as far up as Kadiak. The red currants of the Copper River valley are especially fine. Another fine berry is the salmon, which is somewhat in the nature of a cross between the black and the raspberry. The salmon berry grows to be as large as the end of your thumb, and is of red and yellow variety. Very fine crab-apples, something similar to the Siberian crab, grow in several localities, and there is one tree in Sitka with eight inches diameter of trunk. No attempt has ever been made to graft hardy southern apples from the crab stem. Ordinary apples do not grow well, but we had one tree in Sitka on which I have seen one apple. The crab apple blooms beautifully and in the spring their fragrance draws thousands of bees. I planted twenty-five cherry trees some years ago, but the ravens destroyed them before they had attained any size. Hardy pears, I think, could be grown successfully. As I have said before, so few people try to do anything in agriculture and fruit that nothing definite is known as to what might be done.

"Bees are plentiful, and from the millions of wild flowers which prevail everywhere, and the clover which grows well, fine honey and plenty of it might be produced. In some sections there are very many humming birds which the natives catch with a slimy snail tied with a red flannel rag on a stick.

"I have raised on my place in a small way, as an experiment, wheat, rye, oats, barley, flax and buckwheat, and others have done the same. The flax is extra good, making a fine lint, and I would call the attention of linen makers to Alaska flax. At Kadiak the monks raised barley a hundred years ago.

"Returning to stock again, I am reminded that near Kadiak an Irishman has a cattle ranch with forty or fifty head of stock, and some years ago a lot of cattle were let run wild to take care of themselves on the Semidi Islands. I stopped there on one occasion from a ship, and one of the cattle was killed for beef and dressed a thousand pounds of as fine beef as any man would want, and this entirely from the range. Hogs will do very well and they find plenty of skunk cabbage in the woods, of which they are very fond. They are also fond of peas, and will root for clams along the shore. Poultry also thrives well, geese and ducks particularly.

On this point let me interrupt the Governor again to say that I am informed that the hog becomes a fish eater when he has the opportunity and his flesh becomes unpalatable. So, too, with poultry, and a hen egg sometimes tastes as if it had scales on it. One man told me he had even found fish bones in an egg. I leave this man to the mercy of the Governor.

"Let me say again as a finality," concluded the Governor, "grass, grass, grass. The lack of water in Wyoming and Montana almost offsets the grass in those States, but we have both water and grass in Alaska, and where they are there also will be all the stock to put Alaska in the lead. And agriculture will develop only second to stock, as soon as the people who come here come with the idea of making homes for themselves as they do in the States of the great Central West."

As an addendum to the Governor's remarks, I may say that the average resident or visitor in Alaska is not the enthusiast that Gov. Brady is, though there are many who believe that the interior of the country will develop sufficient stock raising power to supply any local demand that may arise from the growing population. After two months, August and September, spent along the Alaskan coast from Cape Nome to Puget Sound, I should say that water-cress, with the accent on the water, is about the only thing in agriculture that would grow successfully. With one or two exceptions, the gardens I saw were dripping wet and the poor little plants seemed to shrink from the leaden skies and shiver appealingly in the misty air for a mackintosh or an umbrella. Possibly I am mistaken; I hope so. I know I felt that way myself, and there are about 365 days of it, too, every year! This is, however, only along the coast, back for say fifty miles, which is hardly a criterion, seeing that Alaska contains almost 600,000 square miles of territory.

The Government is making some effort with experiment stations at two or three points under

direction of Prof. Georgeson, of the Agricultural Department at Washington. A new office and residence, occupying the site of Baranoff Castle at Sitka, a most commanding location on a hill, is nearly completed and is the showiest thing on the coast. A plot of ground for experiment work has been set aside just beyond the town, but up to date it is still uncleared, though as much as \$200 an acre is offered for clearing it, which reminds me that where trees grow in Alaska they grow so close together and so fill the soft black peaty soil with their interlacing roots that one farmer could not clear a quarter section homestead in a lifetime. At Kadiak a small patch of experiment ground is principally occupied at present

in showing what cannot be raised on Alaskan soil, and a similar one is located somewhere on Cook's Inlet, where the mist is heavy enough to load it in a gun and shoot ducks with. However, the Alaska Agricultural Department building on Castle Hill rises grandly as a monument to the farming industry, and it is no reflection upon Alaska that it is not yet finished, because its friends have not been able to raise a sufficient appropriation.

"Raise nothing," said an irreverent and skeptical coast resident, in response to my inquiry about cereals; "why, we can't even raise hell in Alaska; there's too much water here."

U. Y. Sun
5, 1899. *October*

ALASKA'S REINDEER HERDS.

New York Sun
DR. SHELDON JACKSON'S WORK IN
Oct 15, 1899. INTRODUCING THEM.

The Usefulness of the Animals Demonstrated in Part at Least in Spite of Adverse Criticism—Results Accomplished Thus Far—Dr. Jackson's Hopes and Plans.

SITKA, Sept. 15.—One of the most-talked-about men in Alaska, and not always in complimentary fashion, is Dr. Sheldon Jackson. One of the leading objections made to Dr. Jackson is his reindeer work. On this subject I had a long talk with him on board the Revenue Cutter McCulloch, coming over from Dutch Harbor, where we took him on board, fresh from Siberia, whither he had gone on another cutter, collecting more reindeer. The reindeer idea came as an inspiration to him. In 1890 he went on the cutter Bear to Kamchatka, bearing presents from this Government to certain natives there, for services rendered to wrecked American whalers and there he saw to what uses the reindeer was put; how it served as a beast of burden, a producer of milk and meat, a furnisher of fur for clothes and hide for shoes; and, furthermore, supplied sinews, intestines, hoofs and horns for numberless domestic and other purposes. Indeed, the Kamchatkan, with a drove of reindeer, was perfectly independent, and the reindeer liked the climate and grew fat on the moss which abounded in his home. Dr. Sheldon saw the value of the reindeer to the Alaskan natives and when he came back to the United States at once proceeded to talk reindeer. He soon had charitable people interested and in 1891, with \$2,200, raised by private subscription, he bought sixteen reindeer in Siberia at \$10 each. It was all he could get on the first call, as the Siberians were shy. These animals were brought to Dutch Harbor on the Bear in September and left there, as no place elsewhere had been made for them. The deer were turned loose, and scattered over the mountains, on the mainland. Two deer yet remain in the vicinity of Dutch Harbor but they are seldom seen.

In 1892 Dr. Jackson succeeded in picking up 161 more reindeer, which he landed at Port Clarence, in charge of a Government herder and four Siberians. For these he paid from \$3 to \$4 each in trade goods, money being of no value to the Kamchatkans. In 1893 he prevailed upon Congress to appropriate \$7,500 and in 1893 and 1894 250 reindeer were landed at Port Clarence. Shipments continued until 700 had been landed at a cost of about \$25 each, transportation costing \$20 each. In the meantime Dr. Jackson was active in Washington and in 1895 he had a further appropriation of \$7,500, which was increased to \$12,500 in 1896, and to \$25,000 in 1899.

Reindeer stations were established at seven points in Alaska in 1894. Seven Lapps were brought over from Lapland to take charge of the stations and to teach the natives how to care for the herds and utilize them to the best advantage. The plan is to select the most intelligent native boys and give them five years instruction, after which they are to have twenty-five reindeer as a gift and twenty-five as a loan to start in business with. Animals are also lent to various missions for breeding purposes, as many as 118 being borrowed by the Congregational Mission at Port Clarence, while the Swedish Mission at Golovin Bay and the Episcopal Mission at St. Joseph on the Yukon got fifty each. At present the herd at the Congregational Mission numbers 714, and each of the others has 250, with a constant increase of thriving and healthy animals.

In 1898, 500 deer were taken from the stations or borrowed from several missions and sent in charge of Lieuts. Jarvis and Berthold and Dr. Call of the revenue cutter service to the relief of 200 whalers who were reported to be starving at Point Barrow. The deer were driven over hundreds of miles of snow, in the dead of winter, and Point Barrow was reached safely. Of the

animals 200 were devoted to the relief of the whalers and the remainder, mostly females, were left to establish a station at Point Barrow. Dr. Jackson believes that the lives of these 200 sailors were saved by the reindeer, but his enemies contend that they would have got along as well without them. It was a great piece of Arctic work by three brave men, whatever else it may have been. I saw a trio of the dogs at St. Michael that had made the trip of 2,400 miles and they were as frisky as if they had never worn harness.

A somewhat different line of reindeer work was that undertaken in 1898 by Dr. Jackson under direction of the War Department with an appropriation of \$200,000 to bring 539 animals from Lapland to the relief of needy miners in the Yukon country. For these \$10 a head was paid and sixty-three Lapps with their families, in all 113 people, were brought over in the Manitoban. Dr. Jackson went to Lapland in charge of the work, and brought the herd to Seattle in twenty-six days, with the loss of only one reindeer. At Seattle the military authorities took the work away from him and thereafter everything went wrong. Three of the herd died in Seattle, eight in Skagway and before moss pasturage was reached, about fifty miles from Skagway, 300 had starved to death. For all of these mishaps Dr. Jackson denies responsibility. His enemies are less lenient. These deer were chiefly geldings, trained to work, and what are left are now performing various services along the Yukon. Many of them have been killed by the miners for food. A number have been bought at \$125 each to be used in carrying the mail down the Yukon. A monthly mail will be carried from Rampart to St. Michael, a distance of 800 miles, and it is said that the deer teams, carrying 400 pounds each, will make the trip in fourteen days, say about sixty miles a day. Others will be used for freight sleds, and hitched in strings of eight, each deer to his own sled, led by one man and driven by another, will make thirty miles a day carrying about a ton and a half of freight to the trains. In such work the deer need no attention, as they feed on the moss and require no shelter even in the coldest weather.

The miners were so anxious to secure some of these deer, when they were seeking to reach the gold fields of the Yukon, that they offered as much as \$300 each for them, but there was no authority to sell them at that time. Dr. Jackson is of the opinion that cattle raisers from the States could get rich in Alaska raising reindeer for use among the miners moving all over Alaska gold hunting. I give this tip free to stock men.

The Swedish Mission near St. Michael received \$2,000 for carrying freight over to the Cape Nome district last winter on deer sleds, and \$1,700 worth of transportation of troops and military stores for Cape Nome was furnished free to the Government from the station at Unalaklik.

According to Dr. Jackson, the reindeer is the salvation of the natives, and is not less useful to the whites who are now flocking to the interior of Alaska. The reindeer is the ideal freighter as he can go wherever a man can, climbing hills, swimming rivers and making his thirty or forty miles a day, hitched to a sled or with a pack of 100 pounds on his back. As a reindeer doesn't weigh more than 175 pounds, Dr. Jackson is probably a little over enthusiastic on this point. At the same time the reindeer can do all this. He can live off the country as the man cannot, for he can scent out the reindeer moss even under the snow; he uses the snow for his bed, and if the miner is likely to starve to death, the reindeer can be converted into food on very short notice. Dogs are different, as a dog must carry his own food, and a three weeks' supply for him makes a load, thus leaving only a narrow margin for freight, except on very short trips, or where food relays are frequent. Neither is dog meat so toothsome as venison, even to a hungry man.

This year the Bear has brought in 113 reindeer from Siberia, the Albion 105 and the Thetis 81, with two more loads expected before Oct. 1; and the total number of reindeer now at the various stations and elsewhere is 7,000. This is a very creditable showing, and if it keeps on at this rate there will soon be more reindeer than there are natives. It may be said, incidentally, that the natives for whom the reindeer were intended have not utilized them as their neighbors do over in Siberia.

The Doctor thinks there is moss pasturage in Alaska for at least 9,000,000 animals. This seems to be a somewhat large estimate. Caribou animals, likened to the reindeer in a wild state, abound, and there is one great trail north and south over which 50,000 pass every year. It is estimated that from 5,000 to 8,000 a year are killed by the whites. Why the natives have never worked out their own salvation by domesticating the caribou, or why Dr. Jackson doesn't catch a few to mix with his imported reindeer, may be explained later. Such a proceeding now, the Doctor says, would make the reindeer wild and useless for what he intended them. It is pretty certain that a native Alaskan would apply to Dr. Jackson for assistance in catching one, if it once got loose and started to run—such is the native confidence in the Doctor.

What is funny to most people in these parts, but possibly not to naturalists, is the statement by the Doctor that a reindeer shapes his horns to suit his fancy. He does it when they are in the velvet—that is, soft—by coming them, as it were, with his hind hoofs. He is said to be as particular in his work as a lady in dressing her hair, and if he should want more prongs, he cuts a hole in the velvet and a new one comes out. This he shapes to match the others. He can usually see how to do it, but when he cannot, the Doctor says, he uses any still water he can find as a mirror. The Doctor tells of one, blind in one eye, that had one finely shaped horn and one that grew any which way; and of another with partially paralyzed hind legs whose horns grew almost straight up in the air. I hope some Eastern naturalist will verify the Doctor's statement for the benefit of the doubting Thomases in Alaska.

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What the final outcome of the reindeer business in Alaska will be is entirely a matter of the future, but on the face of it as now presented, it seems to be the foundation for a good thing. The natives in the nature of things must give way to the stronger race of whites, and when civilization has had its opportunity to handle reindeer raising as it should be done, the results must be valuable to a country whose climate and soil are unfavorable, if not impossible, to the successful raising of any other kind of stock. What Dr. Jackson has done in introducing the reindeer is worthy of commendation, and what the end will be depends wholly upon the development of Alaska's mineral resources in drawing hither a large population of white people accustomed to some, at least, of the comforts of civilization.

W. J. Lemp

North + West. Oct 20. 1898
Dr. Sheldon Jackson on Alaska

[From the Minneapolis Journal.]

Although Dr. Jackson is better known as the reindeer man than as the superintendent of public instruction in Alaska, the reindeer work is secondary to the other. When he took charge of the work of educating and civilizing the Eskimos, Klinkits and Indians of Alaska, he found that unless some permanent means of support and industry were provided for the natives, there would soon be none to educate. The introduction of the reindeer was what was needed. The faithful animal would supply them with labor, food and means of transportation. Thus originated the reindeer importations. The government now owns 1,700 of the useful animals. Some of the more industrious of the natives have already come to own some deer, and the government loans the deer to missions in blocks of 100 for a period of five years—the mission having the increase during that time. It results that the missions have reindeer to loan and to give to deserving natives, which puts a premium on being a well-behaved native. And Dr. Jackson thinks this reindeer chromo idea is a very good one. During the past summer, the Doctor has been to Siberia again and brought over 161 more reindeer. The government herds are now large enough to make a good start, but to supply the wants of the miners, as well as the natives, thousands more should be imported at once. The reindeer is absolutely essential to the development of Alaska. In the winter time there can be no adequate means of transportation without him.

It is not true, as reported, that all the reindeer imported from Lapland last winter died in Alaska, because there was no moss. Out of the original 539, all but one reached Alaska safely. There, through a combination of unfortunate circumstances, they were not driven inland to the moss fields until 312 had died of starvation. The others got fat as soon as they got the reindeer moss. The government herds are now doing well. They will be used in establishing lines of communication up and down the Yukon this winter.

The Laplanders who came with the importation that Dr. Jackson made from Lapland number more than 100 men, women and children. Their arrival in Alaska is the best thing that has happened for Alaska, next to the discovery of gold. It requires too much patience for a white man ever to succeed as a reindeer farmer. The Laps don't mind staying out with the herds twenty-four hours at a time in the worst kind of weather. The natives have the necessary qualities to succeed as reindeer drivers, trainers and raisers, and will rapidly learn from the Laplanders. There is enough reindeer moss in Alaska to maintain 9,000,000 reindeer. The advantage of the reindeer in transportation is that he flourishes in a severe climate and finds his own food. Dog trains have to carry their own provender. If the trip lasts long enough, the dogs will eat up the entire consignment. Dr. Jackson's assistant, as an experiment, traveled 2,000 miles through Alaska last winter, and didn't have to feed his deer once. They looked out for their own meals. Deer should be introduced into Alaska until they are so plentiful that every prospector and every native can purchase one at a reasonable cost. There are not less than 20,000 caribou or wild reindeer in Alaska.

It was by taking some of the natives and killing a thousand of these wild caribou that a Presbyterian missionary saved the lives of the ice-imprisoned whalers last winter. Later, two herds of the domesticated animals were sacrificed to the same purpose.

The schools are making much progress in educating the native young. About 1,000 children are in the schools, and the older people are being raised to a higher standard of life. There are about 30,000 natives in Alaska.

There are 40,000 white people in the Yukon, 10,000 of them church communicants, and among them are only two ministers—Episcopalians—and their work is chiefly among the Indians. Alaska will be a flourishing state some day. The gold is almost inexhaustible. Fifty years from now, new discoveries will still be made. In Alaska there are 400,000 square miles of gold fields; in the Canadian Northwest 150,000. The introduction of the

reindeer will make it possible for large communities to be maintained at considerable distances from navigable streams.

Dr. Jackson will return to Alaska again in the spring. Just now he is on a tour, in which he is making pleas for missionary and educational work in Alaska. Churches ought to send in missionaries at once, he thinks. It is a disgrace that the work has been delayed. As Dr. Jackson has only \$30,000 to spend in public instruction in Alaska, and all of that has heretofore been used in maintaining schools for the natives, he can do nothing for the whites unless Congress gives him a larger appropriation. Men going to Alaska should take their wives with them, and their children also, unless they are of school age. In that case, they should be left in the states. A miner is better off morally and more comfortable physically if he has his wife with him to look after his cabin while he works.

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NATIVE ESQUIMOS.

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CONVENTION STILL IN SESSION. *Washed. Sitka Oct. 23 91* Alaskan Delegates Attack the Present Criminal Code.

JUNEAU, Alaska, October 21, via Seattle, October 23.—The Alaska territorial convention, in session here for seven days, has not yet completed its labors of drafting a suitable memorial to be sent to Congress. The convention will not go on record as favoring territorial government, although ex-Gov. Swineford and others favor it. Sitka sent no delegates to the convention, and will be ignored in the bill under preparation.

The criminal code, in effect since July last, is vigorously attacked, particularly the high license imposed. Among other things asked for are the granting of municipal government, a \$15,000 appropriation for Alaskan national guards, \$75,000 for education, and an increase from one to three district courts at Juneau, St. Michael's and Circle City. Probably three delegates will be sent to Washington to present the memorials.

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SATURDAY, OCTOBER 28, 1899.

Judge L. B. Shepard of St. Michael, who has been U. S. Commissioner at that place for the past two years, has the following to say to a representative of THE ALASKAN, regarding the Esquimo. "They are the most honest and truthful people that I have ever met. They will come about the premises of the whites and if they find a nail on the ground or something else that they want, they will pick it up and ask for it, and if given them, will be very thankful for it, but if not allowed to have it, will put it back in the exact place where they got it.

"Many of these people have been brought before me, charged with different offences, and whether it was murder or some petty offence, they have always told the simple truth. One member of a tribe had been working with some white prospectors and took a soap dish and hid it away in his hut. The white men were certain he had taken it and so informed some of the tribe. As soon as the people heard of it, all work was stopped and no one was allowed to eat or sleep until the stolen article was returned to the owner by the man who took it. The thief was not prosecuted, but was punished by his people."

The Bishop McCabe College at Skagway has opened under favorable circumstances, and there are now over thirty scholars in attendance and the future prospects of the school look bright. This is an Alaskan institution of learning and should certainly be patronized and supported by the people of Alaska. As fast as new scholars are enrolled, new departments and teachers will be added to the college. Every institution of learning must have a beginning and that is the period at

which it needs encouragement. The people of this country should now come to the assistance of the college, not only with their cash subscriptions but also by sending their children there to be educated.

The most charming town in Alaska for a residence is Sitka. It also has the best climate, the prettiest residences and churches, the smallest number of saloons and less vice and crime than any other place in the whole Territory.

The Democratic Convention at Juneau has probably concluded its labors by this time. The last report received from there, inferred that there was not much enthusiasm on the part of the delegates, and the only way in which a quorum could be obtained was by one delegate voting "present" for his entire delegation.

The fellow who sits around shining the bosom of his pants on dry goods boxes, waiting for something to turn up, or expecting to be shown something to do, is not the kind of a fellow who will succeed in Alaska. The man who turns something up himself, is the one that will succeed in this big, happy, bustling country.

SILHOUETTES.

A friend of mine met me on the street a few days ago and accosted me with, "how's the Old Man feeling? By the way you're not looking very bright today." "No," said I, "I am suffering from nervous prostration." "Great Scott," said my friend, "you suffering from nervous prostration? I always thought you had nerves of iron. To what do you attribute your indisposition?" Taking from my pocket a copy of the Tacoma Daily Ledger of the 10th inst. and placing my index finger on the top of the fourth column of the eighth page, "read," said I, epigrammatically. My friend read: Thirty-seven years experience of the world and its people has caused me to be more or less (a little of the more) callous to the sufferings of my fellow creatures. I am accustomed, at all periods of my daily meanderings, to be brought up with, what a nautical man would call "a round turn," but I was scarcely

prepared for the rainbow of changes in my friend's countenance. Blue, yellow, red, purple—primary, secondary and tertiary colors succeeded each other rapidly and I was on the alert to save my friend, if necessary, from falling to the ground. Now, dear reader, you are curious to know (perhaps you have not seen it), the substance of the paragraph which caused this nervous prostration in me, and the sudden shock to my friend. It reads, "Yes, sir, I am a candidate for governor of Alaska," W. A. Beddoe, former editor and owner of the *Alaska Miner* at Juneau declared at the Hotel Donnelly last evening." Well, well, what funny things a man sees especially when he hasn't got a gun! The British would like to acquire Alaska, otherwise than by conquest, if possible, and so, as a sort of starter, our foreign brother of the quill seeks to be our next governor. The question that arises in one's mind is,—what are his qualifications for the office? Perhaps he can answer us. The subject brings to my mind very vividly, the story told by *Life* some years ago. That peer of humorous papers stated that it had been suggested that, in future, the president was to be elected from the crowned heads of Europe. The principal candidate was the Prince of Wales. When questioned as to his qualifications for the position, said he, "I am of the same character and spirit as your George Washington. My father, the Prince Consort, once encountered me with a hatchet in my hand in the garden of the palace at Windsor. Said he, 'I notice, Albert Edward, that a tree has been cut down in the garden. Do you know who did the deed? I did it father with my little hatchet. I cannot lie.' "Why did you cut down that tree?" "Because I needed chips, father." This was at the time of the period of the great baccarat scandal in England. Does brother Beddoe need chips? "Come off" as Chimmie Fadden would say. Friend B., I've told you often, become a naturalized citizen if you want to make your home here, and then if there's anything in you, you might have a slim, mind you, I say, slim, chance of being governor of Alaska.

Twixt Mister Beddoe,
And Fitzgerald Peploe
What the future of Alaska is
No one doth know.

T. O. M.

ARRIVAL OF THE BEAR

After a Season's Trip to Siberia and the North.

The U. S. Revenue Cutter *Bear* dropped anchor in Sitka Channel quite early on last Monday morning, after an extended voyage in northern waters and a trip to Siberia.

The *Bear* is the vessel that has made several trips to the coast of Siberia in quest of reindeer for the government, but it has gained national fame as the vessel that went to Bering Sea last winter to rescue the shipwrecked whalers, and it was the heroic Lieut. D. H. Jarvis, who is still in command of the *Bear*, that led the brave party of men who made the memorable trip across the ice, facing dangers and death many times.

Capt. Jarvis is a gentleman in every respect and is very unassuming and modest, and says he only did his duty.

The cruise of the *Bear* has been successful this year. She left San Francisco last June for Siberia and cruised along the coast of that country for several weeks in quest of reindeer, securing some but not being able to get as many as was hoped for. However agents were appointed to buy them in the interior of the country and bring them to the ports on the coast, where they can be secured next year. The *Bear* patrolled the Bering Sea and visited many Alaskan towns and villages. She left on Tuesday afternoon for San Francisco, but will stop for a short time at Victoria and Seattle.

The following are the present list of officers: First Lieut. D. H. Jarvis, in command; Second Lieut. E. P. Bertholf, executive officer; Second Lieut. J. G. Ballinger, navigating officer; Second Lieut. A. L. Gamble, Third Lieut. H. Ulke Jr., Chief Engineer H. W. Spear, Second Engineer T. G. Lewton.

In addition to the prisoners and witnesses mentioned in another column and a number of destitute miners, the *Bear* carried the following guests: Deputy Marshal C. W. Bawter and wife, J. M. Wilson, Hank Summer, Dr. A. N. Kittleson and Judge L. B. Shepard.

wind. Dec 20. 99.

DISCUSSED BY THE CABINET.

The Financial Situation and Government of Alaska Considered.

The financial situation and the future of Alaska were the principal topics discussed by the Cabinet yesterday. The Secretary of the Treasury reported his action of increasing the number of banks where deposits of internal revenue receipts might be made and stated that he had received a number of applications from bankers who desired the funds deposited in their institutions. He said he thought the financial crisis was over.

Mr. Gage said that the future of Alaska also needed attention. He stated that from a reliable source he had been informed that gold seekers would rush into Alaska next spring and unless there was an increase of United States marshals and of the judiciary of that Territory lawlessness was likely to prevail to an alarming extent. It was decided that Congress be urged to take up the question of better government for Alaska.

The Secretary of State reported that his department had not received any request from the United States Minister at The Hague for permission to leave his post temporarily, because of the great feeling there in favor of the Boers, as reported in press despatches from Berlin.

The Secretary of War stated that he had not received an official confirmation of the report that Lieutenant Gillmore and party had been rescued from the Filipino insurgents.

KLONDIKE RAILROAD

Washington Evening Star

A Most Difficult and Expensive Piece of Engineering.

Dec 21st. 1898

ONE SECTION IN RUNNING ORDER

Travel Over the Line is a Pretty Costly Matter.

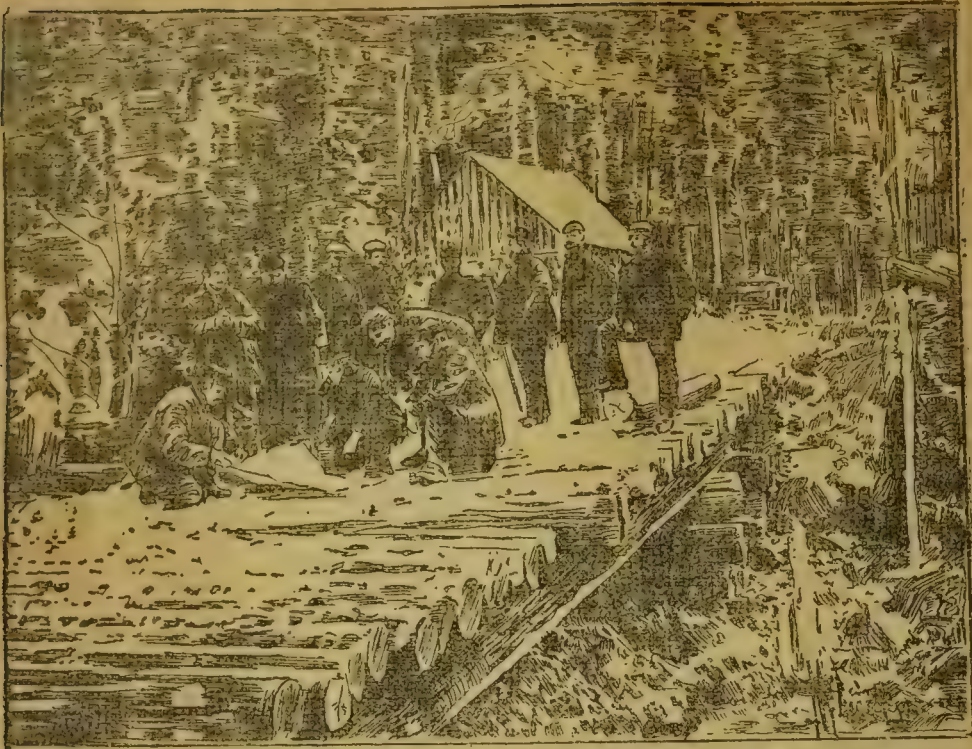
MEANS MUCH TO MINERS

Written for The Evening Star.



VERY DISTINGUISHED mining engineer lately said: "I expect within ten years to step into the Bering straits express at San Francisco." The same gentleman predicts that within our time there will be one great mining camp from southern Mexico to the Arctic circle. When one looks at the geological maps he is prepared to believe the last prediction, but if his maps are drawn to a large scale he will probably doubt the first. A railroad approximately parallel with the Pacific ocean from San Francisco to Bering straits must traverse many hundred miles of wilderness that can yield no local traffic for some generations to come, and however great may be the development of the Klondike gold fields the through-trade could not go far toward supporting a continuous railroad line across these wildernesses.

Apparently, we shall have to content ourselves for a good many years yet with ocean transportation from San Francisco and Seattle and the other northwestern



TEMPORARY BRIDGE WORK ON THE WHITE PASS RAILWAY.

ports to St. Michaels, and so by river steamers up the Yukon; or to Skaguay or Dyea, and thence by railroad over the passes to the gold fields of the Upper Yukon.

We know that there are great gold deposits in Alaska spread over vast regions. We know that there is considerable coal and that there is copper; but the physical geography, the climate and the resources of that immense territory are yet so little known that it would be foolish to try to predict its development with any accuracy. As we go up the Yukon we come 650 miles from its mouth in a direct line (many more miles as the river runs) to Fort Yukon, just within the Arctic circle, the northernmost point touched by that river in its course of 2,000 miles. Here at Fort Yukon the temperature ranges from 112 in the shade down to 68 degrees below zero. The ground is frozen to a depth of 100 feet or more, and never thaws; the mosquitoes are the hardest and the most ferocious of their kind, and even the Indians protect their faces and hands by daubing them with grease and charcoal, and they paddle with a smudge in the bow of the canoe. It must take great temptations to induce men to

live in such a country. Of course there are regions of Alaska more congenial to human life and effort than this, but the conditions of Fort Yukon suggest some of the reasons for restraining ourselves in our estimate of the future of this part of the United States empire.

Different Routes.

We will, therefore, dismiss for the present the Bering straits railroad and confine ourselves to the Klondike and to the efforts that men are now making to get there by a short railroad from the nearest ports on the coast. The all-water route is so long, and confined to so small a part of the year, and the wealth of the Klondike country is so great, that a large expenditure of capital to eliminate the river route is justifiable. Within a single year the gold taken out of the Klondike country has exceeded the purchase price of the entire territory of Alaska, and no man can foresee the limits to its returns. In the first ten months of this year, \$10,000,000 of Yukon gold has come to the United States. It would be strange, therefore, if enterprising men had not turned their attention to better means of access to this source of wealth.

From Seattle to St. Michaels by sea is about 2,700 miles, and up the Yukon to Dawson in the Klondike is 1,300 miles more. This 4,000 miles takes about forty days, and the river is frozen from October to June. Much the shortest route, and one that can be followed the year round by those who have strength, and to which as a consequence the railroad builders have turned their minds, is by steamer to Skaguay or Dyea and thence packing by trail over the mountains, and so by various ways down the tributaries of the Yukon to Dawson. From Seattle to Skaguay is 1,000 miles. Over the mountains to Lake

Bennett is forty miles by the White Pass trail. From Lake Bennett down to Dawson by the precarious waterways is about 450 miles, a total of say 1,600 miles, as against 4,000 miles by the all-water route up the Yukon. But what one gains in time and distance he pays for in hardship.

Over the White Pass.

This White Pass or Skaguay route is only a recent improvement over the Chilkoot Pass, or Dyea route, which lies just to the northwestward and parallel with the White Pass route. The Chilkoot route and the White Pass route merge at or about Lake Bennett and so on down to Dawson they are identical, but they cross the mountains near the coast by different passes, and the White Pass has the advantage of getting over the range at a lower altitude.

The railroad enterprise now actually on foot contemplates saving first this terrible forty miles from deep water to the head of Lake Bennett. Then the railroad will be carried on down the Yukon tributaries some 270 miles to Fort Selkirk. A few weeks ago the railroad was actually running and carrying passengers and freight from Skaguay out about seventeen miles, and probably by this time it is running to the head of the pass, or twenty miles from deep water. Thence to Lake Bennett the railroad company has its own mule train, which takes the goods of its shippers on to warehouses, where they may be stored and whence they may be taken by boats or sleds down the river. It is expected, however, to carry the railroad all the way to Fort Selkirk during 1899.

Costly and Difficult.

The work of building the railroad from deep water to the head of the pass has naturally been costly and difficult. The altitude to be overcome in going twenty miles was 2,850 feet, and as this altitude was not distributed uniformly over the twenty miles, but concentrated in the last part, obviously a good deal of skill had to be employed to avoid impracticable grades. In fact, the road has been built to the summit with a maximum grade of 3.9 per cent, or 206 feet per mile. There are few railroads in the world that work grades as heavy as this by ordinary adhesion engines; but to secure even this grade many sharp curves were adopted, and yet the rock work was very heavy. The faces of great cliffs have been blasted off and tumbled into the canon below to make a shelf for the railroad. The first twenty miles is said to have cost \$1,200,000, or \$60,000 a mile, which is about the average cost of the railroads of the United States, including their equipment, their four tracks, their great city terminals, etc., and yet this White Pass and Yukon railroad is only three feet gauge, is laid with fifty-six-pound rails and has but little equipment. The reader can judge, therefore, that the cost of the actual construction of the roadbed has been very heavy.

All in the Day's Work.

Of the hardships and difficulties of the engineers we need not speak. For generations the civil engineer has been accustomed to fight savage nature and savage man, to meet sudden emergencies on which not

only his life but his reputation hung, and to take hunger and thirst, heat and cold, danger and endurance as matters of course until he has come to be an inarticulate and unsung hero, and the men who are building the railroad over the White Pass would be surprised if we gave much space to their achievements. They take it as all in the day's work.

The work has been pushed on through the summer just passed with 1,200 or 1,500 men, and fortunately for much of that time the engineers could command twenty-two hours a day of daylight in each twenty-four, and indeed during the hours that the sun was below the horizon there was bright twilight.

Expensive Traveling.

The road has lately put in a regular freight and passenger service for seventeen miles, and perhaps the charges are the heaviest of any railroad in the world. The passenger fare for this seventeen miles is \$3.40. At the same rate it would cost \$182 to go from New York to Chicago, or \$57 from Chicago to St. Louis. The first-class freight rate for the same seventeen miles is \$1.90 per 100 pounds, or 223 cents per ton per mile. The average freight rate of the United States is 8-10 cents per ton per mile, and a good deal of freight is carried for less than half a cent. At the White

Pass and Yukon rate it would cost us \$100 to send a ton from New York to Chicago. Nevertheless, we do not hear that anybody has complained of this rate, or that the interstate commerce commissioners have been called on to check the rapacity of the railroad company; that will come later, after the railroad is finished and the owners begin to get back some of the money which they have risked in this bold enterprise. Meantime, the miners and traders are glad to see the end of the discomfort and danger and enormous expense with which trade and travel have gone over these passes into the Klondike. Many men have died on the way, and many more have turned back; only the courageous and the hardy could push through. The packers' rate for carrying goods for twenty miles over the pass has been from 15 to 40 cents a pound, which is a pretty heavy tax on sugar or baking powder, or even on rouge and face powder. The railroad rate of less than 2 cents a pound will destroy the harvest of the Indian packers; but if they do not complain of it, probably no one else will, for a year or two.

H. G. PROUT.



FOR TRIAL IN JUNEAU

The Alaska
October 28, 1899
The Bear Brings a Number

of Prisoners and Witnesses.

J. Homer Bird, the Yukon Murderer Is One of the Party.

The U. S. Revenue Cutter Bear brought down seven prisoners and nine detained witnesses from St. Michaels to Sitka. They were in charge of Deputy U. S. Marshal C. W. Bawter, and are to appear for trial in the U. S. District Court at Juneau next month. Among these prisoners are

FOUR MURDERERS.

Some of these men are desperate characters and are kept in shackles all the time. Four are Esquimo Indians, and one a white man.

J. HOMER BIRD

The white murderer, is the man, it will be remembered, who killed two men near Anvik, a small settlement on the Yukon river, on September 26th or 27th, 1898, as was reported in THE ALASKAN shortly after the arrival of the first mail from there this spring. The plot concocted by Bird was one of the most diabolical ever conceived. In brief it was as follows: The plot was planned in New Orleans and nurtured during a trip from that place to the Yukon. A party of five, consisting of Bird, Charles Sheffler, J. H. Hurlin, R. H. Patterson and Norma Strong started from New Orleans for Dawson.

This party proceeded up the Yukon in their own steam launch and a barge with a complete outfit. The woman, who is now here detained as a witness, went as Bird's wife and Sheffler's sister, but the relationship is doubted by those who know the parties. It was their plan to be up the river in the Spring as far as Dawson. Once there the woman, who is very fine looking, would inveigle the unwary Klondiker with his season's cleanup to the launch, where the men would do the rest. The scheme was a bold one and was not beyond such a man as Bird. It did not mature however.

The party proceeded up the river eighty-five miles above Anvik, where they had to stop on account of ice forming on the river. At this place there was some dissention in the crowd, and Hurlin and Patterson asked for a division of the supplies, saying they would cut wood

during the winter and live by themselves. Bird objected and a quarrel ensued. Sheffler was not in sympathy with Bird and sided with the two men. This trouble, increased by jealousy on the part of Bird, resulted in a climax next day, when Bird shot Hurlin and Patterson in the back while they were eating breakfast, and without any altercation whatever. Hurlin was killed instantly and Patterson lingered along until April 8th of this year, when he died.

Sheffler and the woman escaped the wrath of Bird, and were so terrified that not a word was said about the shooting for several months. Finally those living in the vicinity enquired after the men and Rev. John W. Chapman, an Episcopal clergyman at Anvik, was told of the sickness of Patterson, whom he had met as he passed up the river a few months before. Mr. Chapman determined to visit the sick man, and together with Mr. Wallace W. Blair, Special Deputy U. S. Marshal at Anvik, journeyed some eighty-five miles over the ice and snow in dog teams to reach him. They found Patterson suffering greatly. He earnestly asked to be taken to the Episcopal mission at Anvik, and these two heroic men took him on their sled, under great difficulties, to the minister's home, where he had the best of care until his death. After arriving at Anvik the wounded man told his story to the clergyman and Marshal and the authorities at St. Michaels were notified and officers sent to the scene and the murderer arrested.

Sheffler stood by his sick friend and nursed him day and night while he was in the cabin, but lived in such dread of Bird that both he and the woman were afraid to say a word to anyone in regard to the affair, fearing that Bird would kill them should they do so.

Bird claims he killed the men in self defense, but this he cannot prove. He was taken before Judge Shepard at St. Michaels and bound over to the District Court.

NATIVE MURDERERS.

Shuk-Kak is charged with killing three men on Kings Island this spring. He is a wicked looking man and was known as the worst Native in the Northwest country. He was arrested by Lieut. Bertholf by order of Capt. Jarvis and brought here, where a complaint was filed in Commissioner Tuttle's Court against him, and he plead guilty to killing the three men. He was

bound over to appear next month before the District Court. Last year during a quarrel a member of his tribe held a knife under his nose, which according to Indian custom means that the one committing the insult will some day kill the other party. Shuk-Kah remembered this insult and in a drunken row this spring killed the native who had insulted him. In order to observe the custom of his tribe, which has been in vogue for centuries, he also was in duty bound to kill all the near male relatives of his victim. This he did, killing the father and uncle of the man he murdered.

Another is Aseruk, said to have killed a white man near Cape Prince of Wales this year. The white man was hunting in company with Aseruk and another Esquimo. They had a quarrel, and as the white man was getting out of the boat it is supposed that Aseruk killed him, but the native claims that the man's gun fell out of his hands and accidentally killed him. The other Indian was detained by the government as the only witness to the affair, but just before the party left St. Michaels he became so frightened that he committed suicide and there is now no witness against Aseruk.

Nubarloo, another native, killed a boy in a quarrel, near Cape Nome this spring. Very little is known about the tragedy and will not be until the trial takes place.

OTHER PRISONERS.

Victor Emmons, a soldier, is held for rape, committed on an Esquimo woman who was a detained witness, and whom he was guarding. The woman and her mother were in a room together and Emmons, instead of protecting them, committed the deed in the presence of the mother, using his pistol to terrify the women into subjection.

T. A. Temple was arrested for assault with a deadly weapon on one Crutchfield on a whaling vessel in the Arctic ocean.

Wm. Daily was sentenced to six months in Jail by Judge Shepard for selling liquor to Indians.

T. J. Langston was sentenced from the same court for a like period for assault. Langston has a broken arm, which was caused by a shot wound accidentally received a few weeks ago at Cape Nome. Dr. Pitts and Mr. Syd McNair set the arm and he will undoubtedly soon regain the use of it.

NATIVE ESQUIMOS.

I saw
of the Tanana

In the crowd of criminals and witnesses are eight Esquimos: four men, three women and a boy. They are a small and not bad looking race of people, and the boy appears to be very bright. Dressed in their clothing of furs and skins they attracted much attention on the streets when they arrived here. After testifying before the Court at Juneau they will probably be brought back here and kept at the Training School until spring, when they will be returned to St. Michaels.

The Esquimos are said to be a truthful and honest class of people and were never known to steal or lie before the "civilizing influences" of the trader and demijohn went into the country and corrupted them.

These natives are from Kings Island near Cape Nome and live in caves on this small rocky island, subsisting by hunting and fishing. It is almost impossible to land on the island on account of the rugged coast. When a party wishes to leave the island he with his bidarka is taken to a cliff, the man takes his seat with his paddle in his hands. Men then stand by and when a heavy sea breaks over the rocks below, they seize the boat and cast it with its occupant into the sea and he paddles away. So expert are these natives in handling their boats that they seldom capsize or take an accident. There are about five people in this tribe of natives and they are probably the only Alaskan cave dwellers in Alaska. They have nothing but drift wood fuel, the island being entirely devoid of timber, and consequently have but little fire.

ALASKA THE LAND OF PROMISE.

by Sunday Times Herald Nov. 6, 1899.
John C. W. Rhode of Chicago, in Charge of the United States Land Office at Nulato, Tells of His Experiences.

JOHN C. W. RHODE has been living in a wonderful world for some four months past. He has penetrated to the heart of American Alaska—not the Klondike—but the American gold fields in the northern fields of ice and snow. Appointed receiver and disburser of public moneys at the United States land office at Nulato, Alaska, last spring by President McKinley, he has paid an official visit to his new home and returned to apprise the officials at Washington what American Alaska needs in the way of land office improvements.

He is sarcharged with facts about the Alaska country—substantial information such as business men and would-be pioneers desire. His eyes and ears have been used to good effect. His story is meaty and gave it a few days ago.

During the Swift administration at the city hall Mr. Rhode was superintendent of the street cleaning department. His acquaintanceship in Chicago extends from city limit to city limit. The energy he manifested in the city hall has now been applied to dissecting conditions in that portion of Alaska little referred to by travelers since the Klondike craze commenced.

Life in Alaska Summarized.

Briefly Mr. Rhode on his return to Chicago finds that American Alaska is:

Rich with gold, silver, copper and coal.

Men with stomach ailments or weak lungs should not venture into it.

Physically strong men can live there with comfort and profit.

Inexperienced miners are not wanted and will fail oftener than they will succeed.

Lawlessness is comparatively unknown in the Alaskan communities.

Provisions are not expensive when the freight haul necessary to get them there is considered.

Between 15,000 and 16,000 white men will winter in American Alaska.

The temperature ranges from 40 to 80 degrees below in winter, but the air being so dry is not severe.

American vegetables are easily raised.

The natives are peaceable, but the Greek Catholic church manifests much opposition to their learning English and to the advent of English speaking people.

Mr. Rhode is on his way to Washington, where he will make an official report to the government. He then will return to Chicago and immediately start on his way back to the Alaskan country, going over the Dyea trail and taking his New Year's dinner in Dawson City.

Story of Mr. Rhode's Trip.

His story of Alaska is:

"I left Chicago the 6th of July and returned on the 26th of October. In that time I traveled 17,000 miles. I was in Seattle on July 10 and left there for the north on July 26 with a year and a half's supply of needful things, including the sash, doors and frames for the construction of a log house when I should reach my destination. I was at St. Michael's on Aug. 6, and left there on the 10th for up the Yukon via the steamer Milwaukee. Nearly two weeks and a half were occupied in reaching the Tanana River. In order to miss no interesting points along the Yukon I slept in the pilot-house of the steamer.

"I came to Nulato on Sept. 1, but found the place too isolated for the location of a land office. The spot is hundreds of miles away from the miners who would make use of the land office, and there is only one white man there, a Catholic priest from France, who is devoting his life to care of the Indians. I continued up the river to the mouth of the Tanana River, where at the postoffice of

Company, the same company that holds the seal rights of the St. Paul and St. George Islands. All large ocean vessels stop there for coal and water, the climate is superb, the grass is very fine and only trees are missing. A hill jutting out into the bay divides Onalaska from Dutch Harbor. At Onalaska is to be found a government school conducted by a Dr. Jackson and presided over by a Miss Miller from Chicago. The greatest opposition to this school is found among the priests of the Greek Catholic church, who are opposed to the study of the English language by the natives. These same priests also oppose the advent of the Americans, but Dr. Jackson is doing a very fine work in trying to overcome this opposition, and as special government commissioner of schools for Alaska he has much influence. The greatest need of this school at the present time is a printing press.

"I call this attention to Dutch Harbor and Onalaska because both are civilized places in Alaska for travelers to come to, have many natural advantages, and will be important cities in years to come when the territory is fully opened. I think no one entering Alaska to reside there for some years should fail to see these two points. As a base from which to operate they are very satisfactory."

Lake View's Colony of Gold Seekers.

Mr. Rhode then reverted to the Alaska where gold beckons all men on.

"Before I left St. Michael's to go to Nulato I met the Dusty Diamond outfit from Chicago. This party is made up of explorers and gold seekers from our own suburb of Lake View, and I am able to report that so far they have been doing very well. They built a boat and barges at St. Michael's Island and thirty-six of them started for Galfinin Bay, eighty miles across the sound from St. Michael's. From there they went inland eighty-five miles to Fish River. They found gold and I learned were well rewarded for their exploration. Ten of the company went on the steamer Bradley to Minook, but failed to reach it owing to the coming winter. They therefore laid up at Amvrewski, 225 miles up the Yukon River, where they will winter. Three of the company are yet at St. Michael's, where the winter will be spent by them. The health of the entire party is very good and the expedition a success so far."

The Yukon and Its Delta.

Of the Yukon River in American Alaska and the country it passes through Mr. Rhode said:

"The river carries one-third more water into the Bering Sea than the Mississippi does into the Gulf of Mexico. The delta is from twenty-five to thirty miles wide, and on account of the dirt and sand swept into it every minute it is impossible for any ocean vessel to come nearer the mouth than thirty-five or forty miles. Going up the river for the first 225 miles there is no wood nor fuel of any kind to be had, except driftwood more or less soaked with water. Anything with which to make a fire, except this poor driftwood, is missing. But after this desert waste is passed and as far up as the mouth of the Tanana River an abundance of spruce grows. The spruce trees are from one to two feet in diameter and from forty to fifty feet high. Cottonwood also grows there in abundance, but is valueless. Still the spruce furnishes a good fuel and is used by the explorers."

Delightful Climate in August.

"The climate on this portion of the Yukon is superb. Up to the 4th of September I never saw anything finer than the weather. On the night of that day water standing in pails or barrels was frozen over, and since that time the tops of the mountains have been covered with snow. Still at no time while I was there was the cold what would be called severe in any dry atmosphere. The coldest that I saw it was 24 degrees above. When we left St. Michael's on Oct. 8 for Chicago the weather was just as it has been in Chicago for three or four days past, balmy and delightful. The thermometer registered in the neighborhood of 75. I must say this, though, that this fall has been an exceptional one as to weather in Alaska. In some years the bay at St. Michael's is frozen over by Oct. 18, but cold there does not mean what it does here, and I think for a sturdy man the suffering from inclement weather is less there than here. "The snow when it falls is not wet and flaky. It does not cling to you. It comes down almost as a fine salt. The cold is great, but nothing as penetrating as if the air

were damp. A vigorous man supplied with the right kind of food would enjoy it at any season, but a man weak physically, especially weak in his stomach, ought not to face it. He should keep away from Alaska all the time. He is not wanted there and he cannot live there.

"Our trip on the Yukon had many bad luck features and all our misfortunes befell us

on Fridays. Entering the Yukon we had to wait for high tide in order to pass the mouth. Our first Friday was spent on a sandbar from which we did not float until late at night. The next Friday one of our men, by name William Hoffman of Milwaukee, fell overboard and was drowned. He swam bravely after getting into the water and a boat was put out to him, but just as the rescuers were about to seize hold of him he sank. The cold of the water exhausted him. Grappling irons were used and we stayed there half

a day, but his body could not be recovered. The third Friday, while we were backing from a landing where we had been taking on wood, we struck a sandbar and our captain was thrown clear through the pilot-house, breaking it. Fortunately he was not seriously injured.

"Going to the Tanana River and returning I had excellent opportunities for studying the character of the natives. On the lower Yukon, as far up as Nulato, they are the dirtiest Indians any man ever saw. Bathing is unknown to them. The smell of seal oil constantly about them is extremely offensive. But in disposition these Indians are very kindly to newcomers. They are lacking in intelligence, but, strange enough, they have a moral code and live up to it very well. Their language is a puzzle. Every 200 miles going up the Yukon you find a new Indian tribe which does not speak the same language as the one you just left. The jargon you hear at Nulato would not be understood at Tanana. The different tribes do not understand each other. The mastery by yourself of the language of one tribe does not enable you to talk with another tribe. The confusion of tongues is something wonderful and one of the things which make white progress with the natives so difficult. To really get along well in Alaska with the natives one would have to master a dozen different tongues—the work of more than a lifetime. The different tribes do not commingle with each other to any great extent, although hunting and fishing over much the same territory.

Hideous Customs.

"The most hideous custom which I found in any tribe that I came in contact with was the one of boring holes through the thick of the lips and putting heavy stones through these holes, or boring the nose and hanging through the hole heavy chains of beads or metal. While this style of decoration might indicate that the tribes were savage they are not. The men are gentle and the women kindly. Father Monroe, who has been at Nulato for three years as an educator of the Indians, told me that in all that time he had never seen a quarrel or a fight among them.

"Every organized church in the world has, I believe some representation in Alaska. There is a tremendous scramble for the souls of the natives by Catholics, Presbyterians, Methodists, Baptists and a lot of others. Of course the missionaries have a pretty hard time, because conversions, if any, are slow and financial support not great, but they are all vigorously preaching the gospel, and the natives do not object to it so long as through the presence of the missionaries they make some gains for their material needs."

Of the mineral wealth of Alaska Mr. Rhode spoke at length. He did not discuss the Klondike, for he has not visited it. All that he said of the gold regions was of those in American Alaska.

"The commercial center of the Yukon River," he said, "will be at the mouth of the Tanana River, where the postoffice of Weare has been established. The Tanana River is navigable for 700 miles, an advantage for commercial development not to be found in any other section of American Alaska. Along the river or near to it extensive coal fields have been discovered, although they are not yet worked, and probably will not be for some little time. But the mere fact that coal has been discovered in abundance assures for American Alaska a future a thousand times brighter than if coal were not there. While, as I have noted, one portion of the lower Yukon is supplied

with an abundance of good timber, still coal is an absolute necessity to that country. Its discovery in the tributary fields to two great rivers, each navigable for hundreds of miles, is worth millions to the development of American Alaska. The question of perishing from cold or of suffering for fuel is disposed of once for all.

Great Silver and Copper Finds.

"Large copper beds have been discovered. The working of these adds a new incentive to the settlement of American Alaska. The opening of copper mines there means the location in the country of permanent working forces. Silver is found throughout the entire Tanana district, which, added to the placer gold fields, makes the region one of incalculable value to the explorer, the merchant and the wealth seeker. Now what I have said of the mineral wealth of the Tanana district—a district easily accessible in the summer season from the Yukon—holds good of the Malozikakat, Tozikakat, Schafflin Creek and Jackson Creek districts, all contiguous to the Tanana fields. Coal, silver, copper and gold are to be found in them by sturdy men of good health, who have the patience and perseverance to work.

"The headwaters and tributaries of the Koyukuk River district are between 125 and 150 miles distant from the mouth of the Tanana River. In winter these will be reached by a trail. In summer specially built boats drawing from fourteen to eighteen inches of water will be able to go 400 miles up the Koyukuk River. In this district is also good mineral wealth easy of access from Tanana and valuable to work. I think what I have said makes it plain that an immense bed of mineral wealth radiates from the mouth of the Tanana in American Alaska, and that there are to be the great settlements of the future.

Crudities of the Gold Hunting Era.

"Of course the gold mining of American Alaska is yet placer working, and that in more or less crude form. The best instruments for placer working have not yet been brought into use and may not be until after the first eagerness to get at gold is over and people have settled down to steady application to their claims. Expert mining has not yet become part of the work in the fields. People are too much in a hurry. So many come in there who expect to find the gold lying in heaps before them. Many think they are going to carry it away in bags, and that somebody will fill the bags for them without their doing anything for it. The panning system used is very old-fashioned. Ore mining has not yet been attempted. No lodes have been uncovered, and I do not know that any are yet being sought for. But good quantities of gold are in the Tanana district and are to be had for the same persistency in work that a man would apply to an ordinary occupation in this country.

"A gold seeker has not in that country such terrible hardships to endure as some would make out. The worst stories which are brought back to this country about Alaska come from this class of people. They leave the United States with outfits which are wholly inadequate for the climate which they are to live in. They have no practical experience in mining and make no effort to learn what will be required of them after they enter the fields. When they reach the gold district they expect somebody to select their claims for them, work them, turn over the gold to them, and then to allow them to peacefully depart. Of course, no one does this for them. In time their supply of provisions gives out. They have found no gold because they did not look for it. They have suffered from the cold because they dressed unwisely. They have been hungry because they took so little with them. Becoming disgusted they return to the states declaring with every breath that Alaska is a miserable failure. As a matter of fact in all their trip they have learned nothing of Alaska, seen nothing of the real country, made no effort to get at its real riches and are absolutely incompetent to say anything of that prosperous land.

Fine Opportunities for the Sturdy.

"A man who goes into Alaska to stay until he has acquired wealth, who is physically strong, who profits by the experience of those before him, will, in the majority of cases, have no regrets that he went there. He will live during the winter in a temperature of from 40 to 59 degrees below. He will see more snow than he ever saw before. He will pass through such a winter's night as heretofore he has only read of in books. He will eat plain food and cut a great deal of fuel. But he will find gold, he will acquire valuable property, he will be protected by American laws, and if he chooses he can stay there all of his days and be very contented. I saw during my stay at the mouth of the Tanana

any number of located miners coming in with their bags of gold. They came to purchase their winter supplies, which they paid for in gold. They announced their locations and stated that they would work them all through the winter. These men were husky Americans, who had got at the heart of Alaska and were satisfied. It is safe to say that fully 16,000 of such men will remain in American Alaska all this winter, and most of them will be busy at profitable work.

"Pat Galvin, a friend of mine in that country, came down with me and is now visiting friends in London. He is a millionaire at Dawson City. He has made his money out of mining. He bought at St. Michael's a boat and a barge and loaded them with provisions and sent them up the Yukon before we left St. Michael's. It was the last boat to ascend the river this year. Galvin will return to Dawson City at the same time that I go

northward again, and we expect to take our New Year's dinner together in Dawson City after crossing the Dyea trail.

"The supply of provisions in American Alaska is now good and the prices for the same are not high, considering the long haul necessary before they can be got there. Of course, where the boats cannot reach certain settlements the stock of food is not as large as along the river settlements. From the interior points the settlers will have to come in and get food during the winter at river towns. But there is enough wholesome food for every man up there and no stories of starvation ought to come out of the country.

"Bacon is 40 cents a pound. Flour is \$4 a sack. Tomatoes and all kinds of canned vegetables are 50 cents a can. At some points shoes and clothing are quite high and at other points very low. The moral conduct of the people in the various towns is good. St. Michael's is as orderly as any community in this country. A military reservation is there, with Captain Walker in command. The marshal of the district is Captain Vawter. Lawlessness does not exist. There is no necessity for men carrying firearms for protection. People mind their own business much better than they do in the states. People are ready to help each other also. Many ladies are in the country and are enjoying themselves.

Prospects Bright for Everybody.

"As to the future of Alaska, undoubtedly many new gold discoveries are to be made during the coming year. The cream of the placer districts has only been taken and lode working has not yet been attempted. The placer districts have not been worked hard. Much paying gold to be found for years is still in them. Sluicing is not far advanced. Many dredges are being built for next summer's work and the gold output of 1899 will be the largest in the history of that country. Unfortunately the United States government is not aware of the full value of American Alaska and in consequence that government protection is not thrown about it which ought to be given. The southeastern portion of American Alaska has not the same interests as the northwestern portion and each needs separate attention from the government with practical legislation for both. The postal system or lack of system in the country is abominable considering the number of people who are up there. Men wait at St. Michaels for weeks looking for mail which does not come and finally leave discouraged. Only two official mails were received at St. Michaels during the summer. One came in July and one in September. The postoffice at St. Michaels is fourth class and all the mail which is to go up the Yukon should be thrown off there because it could be sent from there to points which are not on the postoffice routes. No postoffice has been established at Nulato and there ought to be one there. Enough people are now in the country to make a complete extension of our postal system throughout the country a valuable thing.

"People who think of Alaska as a barren waste should get the idea out of their heads as quickly as possible. The finest moss in the world grows in Alaska. Superb water is to be found there. The timber is of the best quality. The summer temperature has no equal anywhere. I brought back with me a turnip, a potato and a red beet which were grown at Dexter Point, Galfin Bay. They were planted on July 10 and the mates to them were eaten on Sept. 1. They are vegetables of the finest quality and can be grown in that climate in abundance. Alaska is only barren in the books which have been written about it by people who never were there.

St. Michaels' First Newspaper.

"People do not lack for amusement in that country. Life is not dreary there. Here is a copy of the first newspaper ever printed in St. Michaels. It is printed with a typewriter and each copy cost 50 cents. It is called the Aurora Borealis and the first number was issued Jan. 1. You see from it that Judge Shephard gave a dinner to Lieutenant Jarvis, U. S. N., on Dec. 31. The recall of Weyler from Cuba is noted. The report of the picking of the pockets of Joseph Ladue while in Chicago is given in full. The regulations governing the use and occupation of lands within the limits of the military reservation of Fort St. Michael are given. Here is an interesting note:

"Uncle Sam's men surely enjoyed themselves New Year's. The men had an excellent dinner and a good dish of ice cream, like mother used to make, thanks to Mrs. Maynard and Mrs. Josie. The chief cook, Harris, who has not been in his kitchen lately owing to an accident, turned out some of his famous dishes, and the whole thing was washed down with some good Rainier. The dining-room was artistically arranged and draped by the artists, Corporal Byrnes and Private Chapman."

"Here is a bill of fare at Unalaklik on the evening of Dec. 18:

Fresh salmon trout, fried smelt, venison stew, new potatoes, young carrots, red wine.

"That is not bad living and one does not have to be a millionaire to get it in Alaska. The school programmes for the children's celebration on Christmas of last year were hand-made, with artistic illustrations. This celebration was at Onalaska. Here was a Christmas anthem by Anastasis Dyaknoff, Leucalia Krukoff, Irene Suvoroff and Kate Shaishnikoff—little children of the far-away land. They had a Christmas tree, and the per-

formance closed with the recessionary "Emmanuel." Civilization has penetrated a long way into Alaska, when life is occupied there like this. Fourth of July was celebrated there by the public schools. "Hail Columbia" was sung while the Spanish fleet was sinking at Santiago. A little Russian girl delivered a recitation on the character of Washington. All kinds of patriotic songs were sung. American Alaska is populated by Americans of the Americans. The love of the home country is very intense and for that reason if none other the government at Washington ought to extend greater protection to the people who are there.

But All Is Not Rosy There.

"I do not mean to present a rose-colored picture of American Alaska nor to cause people to form a wrong impression of what they will have to encounter if they go there. Life at the best is not easy there, and nerve, great will power and physical endurance are needed by anyone who goes there for gold. Absence of postal facilities, of the telegraph and the telephone, of railroads, all serve to cut men off from comforts they are accustomed to here. Fields of ice and mountains of snow confront one at every turn. Ice and snow must be gone through to reach the precious metals beneath. Coarse and plain food must be subsisted on for months. Considerable money is needed at the very outset for any one to attempt to enter that country and gain anything by it. Further, some previous experience in roughing it or preparation for frontier life is needed.

"But when all this is said there is the other side, that, given horse sense, capital and endurance, any man can go into American Alaska and win a fortune, perhaps millions. The wealth is there—greater than any man can calculate. I believe Alaska to be one huge mineral bed that will prove to be a center of mining industry such as the world has never yet known. Not even the rigors of the climate can keep back the uncovering of the immense beds of mineral lying now under the snow and ice of American Alaska."

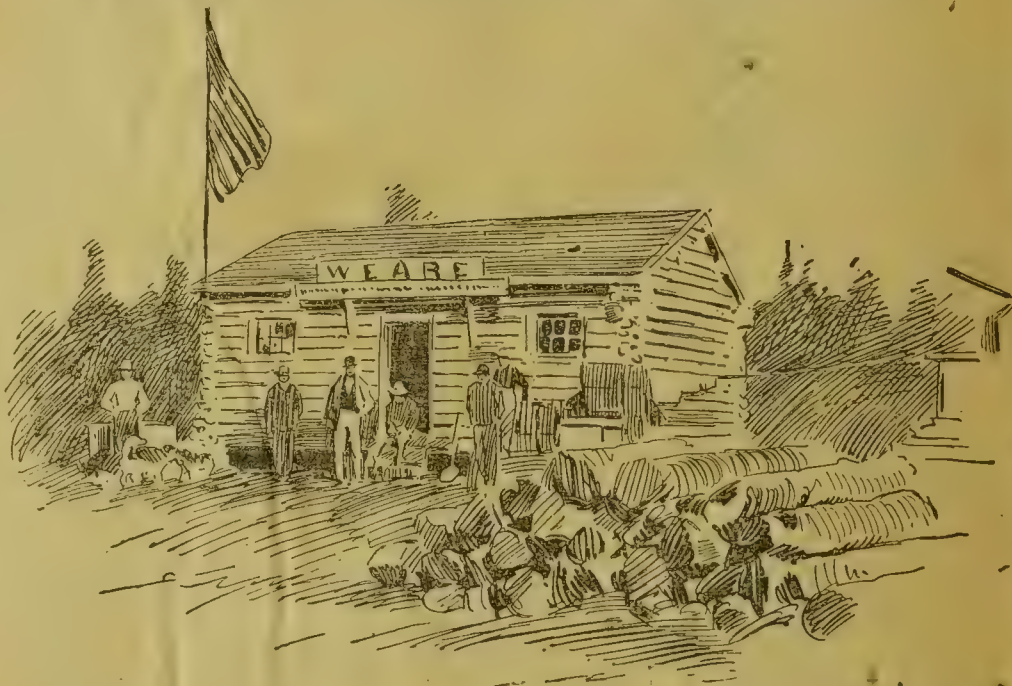
Mr. Rhode suffered not at all from his long journey. He came back in magnificent health.

GOLD MINING IN ALASKA.



This picture secured by Mr. Rhode is a faithful one of the methods followed throughout Alaska by the miners. The scene is a winter one, when cold and ice make ceaseless battle against the efforts of man to wrest wealth from Mother Earth.

WEARE, THE POSTOFFICE AT THE TANANA.

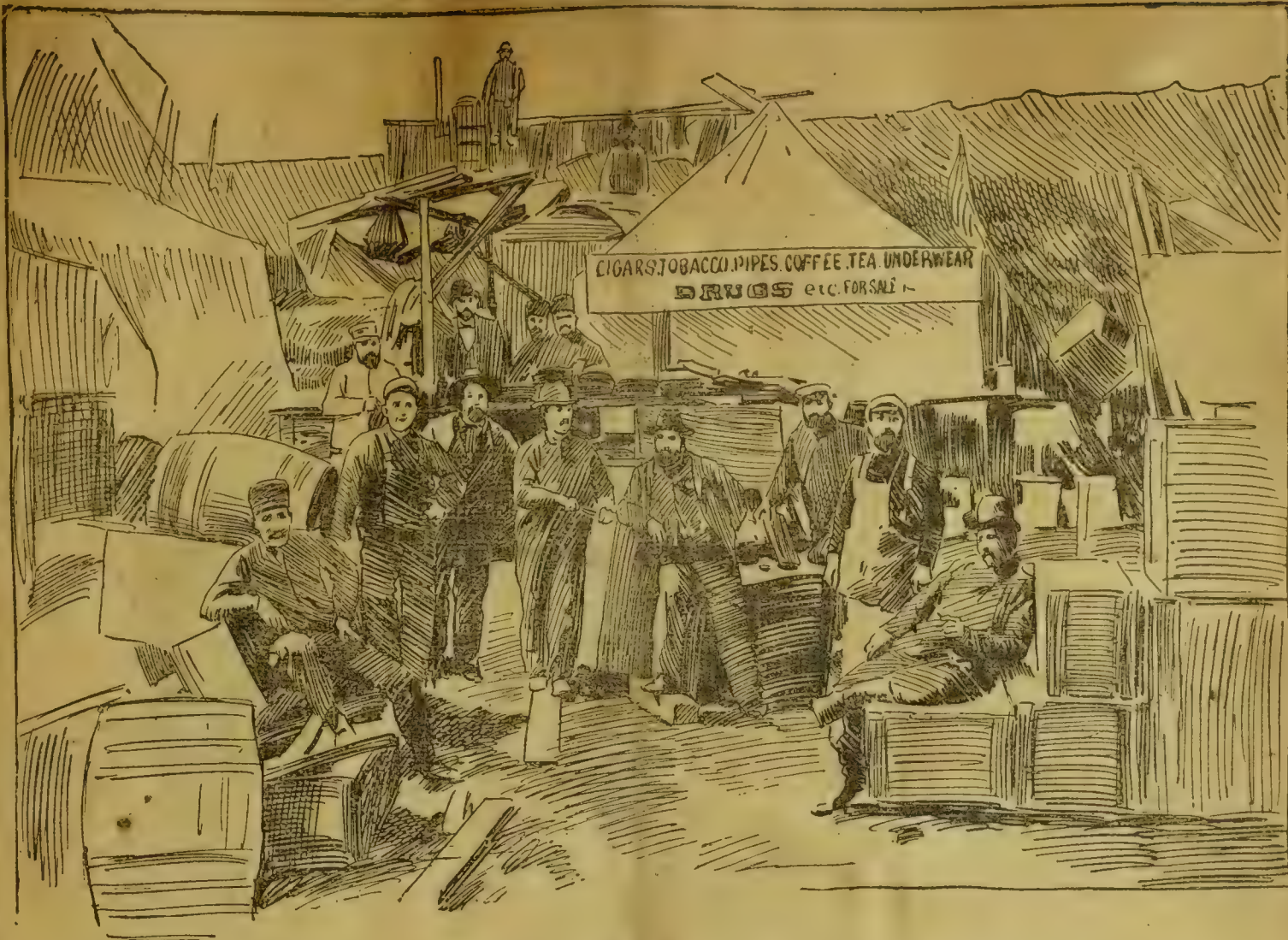


Here the United States land office for Alaska is temporarily located. The place is at the mouth of the Tanana River. Mr. Rhode thinks the commercial center of American Alaska will be established at this point. The American flag is always floating there.

BARON ENGELSTADT'S HOME IN ALASKA.



The picture is a good illustration of an Alaskan house and all that goes with it. This is the home of Engelstadt, once an opera singer in Norway of note. His wife and children are standing in front looking with wonder at the lens of the camera. The fishing appliances are on the roof.



The picture shows the members of the Dusty Diamond Company now in Alaska. They are all residents of Lake View. Mr. Rhode is to be seen standing in the background to the left. The members of this party are:

FRED HEIDRICH.	CHR. REICH.	FRED NEUSTADT.	CHAS. P. CHAPMAN.	H. SCHWARZSCHULZ.
FRED BUSHHORN.	MATH. MEIER.	PERCY L. BRABON.	W. S. PORTEUS.	WALTER BEGOLL.
GEORGE DIAMOND.	JACOB SCHUBEPT.	PHILIP KING.	CHARLES SCHOCH.	FRED L. PORTER.
W. OTTEN.	C. C. CADY.	JOHN BAUER.	J. L. AMANN.	N. L. SCHMITT.
FRANK FRIEDL.	CHARLES OSWALD.	WILLIAM ZAGE.	WILLIAM SCHELLE.	H. NITSCH.
W. CARY.	HARRY GREEN.	J. J. FRANZEN.	JOHN SAYERS.	AUG. PETERSON.
EARL C. STUMEALL.	R. H. WELDEN.	WALTER E. DEAN.	AUGUST WRUCK.	JOHN KIRSCHER.
A. D. TAYLOR.	W. T. WATERS.	H. SMIEDING.	ROBERT RICE.	LOUIS TIEMEYER.
F. KLENER.	W. MERSBOCH.	EMIL KUTZNER.	GEORGE ALLES.	ALBERT SCHNEIDER.
EDWARD PETRIE.	CHARLES EILES.			

The party left Chicago March 23 and arrived at St. Michael's July 2. All are well and prospering.

TRAVEL IN WINTER IN ALASKA.



Dogs are valuable animals in Alaska. The picture shows a dog train coming out of the forest. Some of the brutes are resting in the snow. Since the gold finds in Alaska the breeding of these dogs has become a necessity. They sell at high prices.

AN OPERA SINGER'S RETREAT FROM THE WORLD.



The group represents the family of E. Engelstadt. He was originally a royal opera singer in Norway. He tired of the world and came to the St. Michael's country. There he married a native woman and by her has had the above children. His wife is the woman on the right. The other woman is a relative of hers. Notice in the face of the children how the cross of Norse blood has risen superior to the native blood of the mother. Engelstadt is known in the Alaskan country as "The Baron." He is a man of learning and refinement, who says: "I have destroyed all bridges left behind me."

record. To be sure the dogs drawing the mails will be the swiftest and hardiest that money can secure. They will be carefully handled and fed, for each team and sled will represent a cost to the company of something like \$500. A single team once sold for \$2,500 at Dawson. The principal dog diet will be boiled rice and dried salmon.

In case of illness or disability of the regular men there will always be a man available from the mounted police to take his place; so that it would seem an easy matter to give the country locally known as "The Inside," as good a service in winter as it has in summer, when the company has three steamers a week each way. Last year, when those who had undertaken the work failed, the police took the mails and carried them through in good shape, saved the Dominion Government some \$50,000, and all without the faintest hope of reward, save the meager salary allowed them. It would be a handsome thing for the Canadian Parliament to vote a few thousand for the benefit of those patient, faithful, silent guardians of the Klondike trail.

The telegraph, which as I write is at Fort Selkirk, will be into Dawson by the end of October, so that Mr. Burdette, the mail superintendent, can handle the mails by wire, just as a train dispatcher handles the trains on a railway. It will be possible to know just where the mails are at any moment. The driver will register at each police station, and from these records the time of the men will be made up.

When the river has become safely and securely locked horses are to be tried on the trail, but not many men in the Klondike believe in horses. They are harder to house and handle and feed. They must eat two or three times a day and have a warm place to sleep. Not so with a native dog. Give him one "square" a day and a cozy drift for a downy couch and he is happy. Besides horses are expensive. A good horse is worth from three to five hundred dollars in Dawson. I asked a man for the hire of a horse to ride up to Milrooney's Forks, sixteen miles, and he wanted \$30. I explained that I only wanted the animal for one day. He understood, he said, and that would be the rent—

thirty dollars. In view of the fact that the Klondike cayuse hustles his own hay in the hills, this struck me as rather high rent. At the risk of having the statement doubted, I want to say here that I saw horses in Dawson that were said to have wintered on the creeks, pawing through two or three feet of snow for their feed, and they were in excellent condition for beginning another winter on the Klondike. Not far from this woodpile there is a whole herd of horses that were shipwrecked and abandoned here a year ago. They are now romping over the heliotrope hills rejoicing that they are not compelled to work in a field here, where the summer sun shines 22 hours a day. They are already half wild.

From my stateroom window I see a scow loaded with horses drifting down to Dawson. This is the third that we have seen on its way up, and I am consoled by the thought that that highwayman may have to let his cayuse at ten dollars a day next year.

Down the Dolton Trail, that touches the Yukon first at Five Fingers, we see a drove of 300 cows, also bound for Dawson, where milk is selling at \$3 a gallon—25 cents for two swallows in a small glass. These cows have tramped all the way over from Pyramid Harbor, feeding and fattening on the rich grass that grows here in the highlands of the Great Northwest. The man who owns them is a passenger on this boat, and that is how I happen to know about the cows.

The only firearms carried by the messenger will be a six-shooter. With that he will be expected to defend himself against the wild beasts of the trail, to protect the mails in his care and to make a stand-off with any enterprising highwaymen who may see fit to extend their operations to the Yukon. There have been very few highway robberies in the Northwest and very few murders. But all sorts and conditions of men go to a gold country, and upon two or three occasions men have been found capable of killing their companions. Of course, as the country settles up and becomes "civilized," there will be more killing. Already they are beginning to put locks on the doors at Dawson and to build their coaches inside the cabins.

A New "Pony Express"

3017

Desperate men from the outside are here under new names. A gentleman who killed a man in Chicago, robbed a bank in Alabama, got five years, escaped and tried to assassinate the detective who found him out, is a "leading citizen" in one of the important Klondike camps.

It is this class of men that the lone voyager must guard against. Last year the man who went out with the first mail after the closing of the river fell in with a lone traveler, hungry and cold, stumbling along the unbroken trail. The messenger took pity on the man, shared his grub with him, made fire and warmed his half frozen body. All day they traveled over the ice and at night made camp together. The kind-hearted messenger made the man lie down and sleep while he watched to scare the wolves away, and to keep the fire burning. It was not until long past midnight that he woke the sleeper, and asked him to watch that he himself might snatch a few hours' sleep before setting out on the long journey again. The messenger was sleeping soundly when he was startled by a blow, as if something had fallen heavily upon his head. Leaping from his bed, he was terrified to see his companion standing over him, striking at him murderously with an ax. Dropping to one side the messenger threw off his sleeping robe and the fur cap that had saved his life. The would-be murderer was plainly embarrassed. To be sure he had the ax, the only weapon, but it is not so easy to kill a man when he is looking. He hesitated for a second, and in that second a brilliant thought came to the messenger. "Ah, poor old chap," he said, pathetically, as one conciliates a snarling dog, "the cold and hunger have driven him mad." Now the fiend let the ax fall. He almost smiled. It was so easy out of a nasty job. Yes, he was crazy. Appearing to forget it all, he left the ax where it had fallen and began to rummage in the grub sack. The dogs woke presently, the two men had breakfast and started forward long before dawn. The messenger carried the ax that day and insisted on the mad-

man walking in front. At the next mounted police station the man, much to his surprise, was handed over to the officer in charge. His efforts to play crazy were a sad failure now. He was taken to Dawson, tried and sentenced to fourteen years.

Summer in Dawson is delightful, and yet those who have wintered there declare that the winters are glorious, that only my brothers, "the gifted liars from the outside," who go as far north as Lake Bennett, stand on the shore, shiver and go back to write of the Klondike—five hundred miles away—have made it bleak, desolate and awful.

An interesting lady from Detroit, who has "mushed it" out and back again, over the ice and over White Pass, handling her dogs from day to day as her husband handled his, has just been telling us of the wondrous beauties of the trail. A Dawson damsel with sky-blue eyes and golden hair is just now pointing to a rock shelf upon which she and her companions took refuge in *robes de nuit* a year or so ago, when their scow houseboat was wrecked in an ice-jam. Every man and woman here has a story, all interesting—some thrilling, and the most heroic men are the women. They know the river, many of them, as the pilot knows it.

"I used to like to start out first of a morning," said the Detroit woman yesterday. "Once, as I hurried my dogs down the trail in the gray dawn I saw three stray malamutes romping on the way. Now if you catch up with a stray dog on the trail he is yours, so, with my heart fluttering with joy, I began to whistle to the half wild dogs. At first they paid no attention to me, but kept romping and leap-frogging up and down the trail. I slowed up my team and put myself in front, the better to make my peace with the renegades.

"When we had come within a hundred yards of them they stopped playing, sat down and stared at us. I whistled again, and they all mushed. How foolish I felt when it suddenly dawned upon me that I had been trying to harness three wild wolves."

LONDON, CANADA.

HOW GOLD WAS FOUND.

Chicago Record
DISCOVERIES AT CAPE NOME.

Jan 25, 1900

Chicago Missionary Secured a Claim
for Himself and One for His Church
Society—Negro Literary Exhibit
at the Paris Exposition.

W. E. Curtis

Special Dispatch to The Chicago Record from a Staff
Correspondent.

Washington, D. C., Jan. 24.—Lieut. Jarvis of the revenue marine service, who has been in command of the Bear in the arctic for several years, and whose heroic rescue of the ice-bound whalers in Bering sea two years ago gained so much fame for him, says that N. O. Hultberg of Chicago, a missionary of the Swedish Evangelical Missionary society, which has churches in Illinois, Wisconsin, Iowa and Minnesota, was the actual discoverer of gold at Cape Nome, where the miners are all flocking now. Mr. Hultberg is now in Chicago, where he will remain until spring, and then resume work at his mission on Golovin bay, sixty miles from Cape Nome, where he has been located for three or four years. Mr. Hultberg is about 30 years of age, a native of Sweden and a man of great endurance and zeal. He is very popular with the natives and miners and has been quite successful in his missionary work. Under his direction the missionaries took up a mine at Cape Nome last summer, and during the ninety days when it was possible to work took out about \$75,000, which has not only paid all the debts of the society but has paid for substantial buildings for the mission station and left a surplus to purchase improved machinery and other facilities for working the mines, which promise to pay as well in the future as in the past. It is rather unusual for a missionary society to pay its expenses by running a mine. Mr. Hultberg also took up a claim on his own account, and in addition to his work on the mission mine made about \$30,000 for himself last summer.

"During the summer of 1897," said Lieut. Jarvis, "a party of Swedish prospectors went to Golovin bay, where Dr. Sheldon Jackson has a mission, and worked all around that locality. I saw them several times when I was up there. They went with Hultberg on his missionary tours and examined several valuable discoveries he had made in the Cape Nome region. Hultberg was much impressed by them, and in the spring of 1898 fitted them out at his own expense for the purpose of exploring Snake river. These fellow-countrymen of his were a man named Brintenson, who had worked in copper mines in the states and had been up in the Klondike country; Lindbloom, a runaway sailor, and Lindeberg, who came over from Lapland in charge of the reindeer which Dr. Jackson imported from that country. They struck it rich on Anvil creek and in Snow gulch and staked out claims. They made their way back to Golovin bay and told their story. They found there a mining expert from California, of the name of Price, whom they took back with them to Cape Nome, and also a Dr. Kittleson, from Stoughton, Wis. They panned out \$1,700 the first four days, organized a mining district, elected Dr. Kittleson recorder, and staked out claims for themselves and for Hultberg. Then, feeling secure, in November, 1898, they went down to St. Michaels with their gold to spend the winter and get an outfit and supplies for early work in the spring. The stories they told, of course, set everybody wild, and when they left St. Michaels for their claims they were followed by 1,000 people.

"By the opening of navigation in 1899 the news reached California and the Klondike country, and there was intense excitement. The original discoveries were made in the gulches between the hills about three or four miles back from the beach, and between them and the ocean is a level plain of sand called

tundra. Along in August last a newspaper man of the name of Logan disappeared from camp one day and was gone for nearly a week. When he came back he brought about \$500 worth of gold dust which he said he had washed out of the sand on the shore. At first people did not believe him, but when they tried for themselves they rocked out such fabulous sums that the whole camp in the gulches was deserted and everybody went down on the beach, making from \$10 to \$500 a day. From August to November they took out \$1,000,000, and the three Swedes, Lindeberg, Brintenson and Lindbloom, made about \$200,000 each. The total amount of gold gathered at Port Nome during the short season was about \$2,500,000, and I think the product will be anywhere from \$5,000,000 to \$10,000,000 this year. It depends simply upon the number of people that can get up there. There will be a tremendous rush as soon as navigation opens. Every vessel that can be had on the Pacific coast has already been chartered to carry miners and supplies, and every berth has already been sold on every seamer. The exodus will simply be limited to the carrying capacity of the vessels."

"How did the gold come there?" I asked. "Of course I do not know," replied Lieut. Jarvis. "But the geologists say the rocks in the foothills were crushed by glacial pressure and that the particles were washed down into the sands. The tundra between the foothills and the ocean is as rich in gold as the sand on the beach, although the nearer you get to the water the easier it is to work it."

"How is the climate?" "It is not so good as it is at Dawson. In the latter place it is very hot in summer and very cold in winter, but the air is dry and exhilarating and there is no wind. On the beach at Cape Nome it is neither so hot in the summer nor so cold in the winter, but the cape is frequently covered with a heavy damp fog, and high winds blow almost incessantly, so as to make it very disagreeable, and the country around is a barren, lifeless plain. At Dawson the miners find timber for houses and fuel, but at Cape Nome there is no timber and the miners will have to import their lumber and coal and all of their supplies from the coast states."

"How much gold was taken out of Alaska last year?"

"About \$20,000,000 altogether, I should say," said Lieut. Jarvis. "The official figures show a product of over \$16,000,000 from the Klondike alone, and I think that is considerably below the truth, because the miners have to pay a tax on their product and they would naturally make their reports as low as possible."

VIEWS OF ALASKA.

Dr. Jackson Says Country Has Been
Misrepresented.

Rev. Dr. Sheldon Jackson of this city, who recently returned from Alaska, and it is understood, will soon leave for that far-off section of the country, said a few days ago in speaking of that territory and its natives: "The country has long been misrepresented. It is not the desolate section pictured. The most beautiful scenery I ever beheld is in Alaska, and I assure you that the scenery of parts of Alaska over which the average American tourist goes into raptures is not to be compared with that viewed on a trip from Sitka to the Aleutian Islands, a journey which very few people make."

"Alaska is a land of surprises and natural phenomena. Its rivers are the largest in the world, and the wealth of its mineral resources cannot be estimated. In every brook in four-fifths of Alaska prospectors have found gold. The strikes have not been as rich as some of those made in the Klondike, but I think that discoveries of gold will continue to be made in Alaska for the next 100 years. The climate of the major portion of the peninsula is not as rigorous as the people of the United States believe. Around the coast the temperature is moderated by the ocean currents, and at Sitka the winters are so mild that ice of sufficient strength to bear an individual's weight is seldom formed."

"The people of Alaska," Dr. Jackson said, "are of four distinct races. There are the Esquimaux, the American Indian, the Thlingetts and the Aleutes. The first three are barbarians. The Aleutes inhabit the Aleutian Islands, are civilized and belong

to the Greek Church of Russia. Not many years ago the Aleutes celebrated the centennial anniversary of the establishment of the church in their country. Witchcraft is still believed in by the other three peoples of Alaska, and it is nothing unusual for people to be tortured to death because they are accused of this impossible crime. Among some of the tribes the custom of killing children at birth prevails. With

others it is considered no crime to kill the sick and old. Child marriage is very common among these people and often one hears of the purchase of a little girl by an old man. The people are not ferocious naturally, however. They are easily won to Christianity, and the only reason they remain barbarians is owing to the neglect of the civilized world."

Dr. Jackson also told something of the missionary work already accomplished in Alaska. "Churches and missions have," he said, "already been established by the Presbyterian, Methodist, Quaker, Episcopal, Swedenborgian and Congregational denominations. Some of the sects have likewise founded schools."

"In addition to the native population, the last eighteen months have seen 100,000 miners come to Alaska and the Klondike. These people are without spiritual instruction, and are badly in need of it. Very few of them even stop work on the Sabbath. And some have admitted to me that they had lost track of the days of the week. That such a condition of affairs should exist, I deplore. The Presbyterian board of missions is willing to do its share of the work to remedy this, but it is handicapped by a lack of funds."

Dr. Jackson's missionary territory in Alaska embraces several hundred miles, and is located in and around Sitka, although he spends the greater part of his time at St. Michael. He says the various denominations have agreed to divide the country, each having a separate subdivision in which to labor. Education is progressing in the territory. The government annually appropriates \$30,000 for this purpose.

Perhaps the most precious sword in existence is that of the Gackwar of Baroda. Its hilt and belt are encrusted with diamonds, rubies and emeralds, and it is valued at \$220,000. The Shah of Persia possesses a sword valued at \$10,000. His father wore it on his first visit to Europe. There are some costly swords in India, while both the czar and the sultan possess jeweled sabers of great price. The most valuable sword in England is the one presented by the Egyptians to Lord Wolseley. The hilt is set with brilliants and is valued at \$2,000.

German university students have increased in number from about 10,000 twenty-five years ago to 32,241 last year. The increase is out of proportion to the population.

ALASKAN POSTAL SERVICE.

The Sun, Jan 29, 1900
Mail Carrier Holcomb Completes the First
Winter Trip to the Yukon.

TACOMA, Wash., Jan. 28.—Major Ray, commander of the military post at Eagle, Alaska, has closed all gambling games there. He took this action after the arrest of five negro soldiers who were caught stealing flour and bacon from the Commissary Department with which to obtain money to wager at the gambling tables. At first the gamblers paid no attention to Major Ray's orders, whereupon he summoned them before him. After a reprimand they closed their houses.

United States Mail Carrier Holcomb has arrived at Eagle from Valdes, completing the first winter trip as carrier of Government mails from the sea to the Yukon, a distance of 430 miles. J. A. Leonard, an Eagle business man, arrived at Dawson with the news. Holcomb said he had a perilous trip. He encountered many hardships. During the trip ten of his twelve horses died or had to be killed. He had a working force of eleven men, who were employed in constructing cabins for mail stations. One was built every twenty miles. From now on the Department hopes to give a monthly mail service between Valdes and Eagle. One consignment of mail has already come out over the new route. From the coast terminus of the trail a telephone line extends seventy-five miles inland, and it is the intention of the Government to extend the line through to the Yukon next summer.

Mail Carrier McCord reached Dawson from Circle City late in December. He says Circle City is deserted, stampedes to Koyukuk and

Tanana Rivers having taken all the residents who could get away. Some work is being done on the Birch Creek mines back of Circle, but most of them have been deserted.

Dawson's half million-dollar fire on the night of Jan. 10 has emphasized the deplorable condition of her water supply. Samuel Word, owner of the Dawson water system, admitted as early as Dec. 15 that his distribution system was practically used up. His water pipes were made of spruce boards, an inch and a half thick. In explanation Word said that when thoroughly saturated with water this lumber becomes soft and spongy, the nails will not hold, leaks occur and the pipes finally give way. It was his intention this year to put in iron pipes, using the old wooden pipes to protect them against frost. Word has a large pump of a thousand gallons per minute capacity stationed at his intake on the Klondike River. He says that this pump will force water through iron pipes at a sufficient pressure to prevent their freezing.

Dawson had eighteen fires between Dec. 1 and 18 when the weather was 20 to 40 degrees below zero. As soon as the town's single fire engine quit pumping the water in the hose would turn to ice. Hose that had been run out limp and pliable was dragged back to the engine house in solid sticks, like so many icicles, to be thawed out.

Lake Bennett, the last link in the Yukon water course to close, had just frozen from end to end, and horse teams have begun to travel over its icy surface. The White Pass Railroad has been reopened after being blockaded with snow for three weeks, during which time returning Klondikers had to brave the terrific winter winds in walking from Bennett to Skagway. Two men reached Skagway last week with bicycles, on which they rode over the glare ice most of the way from Dawson.

Capt. Hovey, in command of the United States troops at Skagway, has recommended to the Government that a complete post for one company be established at Skagway. The cost would be \$25,000. Efforts are being made at Washington to have the post authorized for two companies, which would increase the cost to \$40,000. Company L, under Capt. Hovey, is now divided between Wrangell and Skagway. The captain wants the Wrangell detachment sent to Skagway, and Wrangell abandoned. He thinks one company should be stationed at Haines to guard the Dalton trail at the disputed international boundary, another company at Juneau, and two at Skagway.

Sylvester Widman, President of the Alaska Mining and Development Company of Eagle, has arrived from Eagle on his way to confer with Horsford & Co. of Dubuque, representatives of German capital with regard to building a railroad between Valdez and Eagle. The preliminary survey is made.

A TRANS-ALASKAN RAILROAD

Washington Post, Jan. 29, 1900.
Capt. Abercrombie Reports Upon the Feasibility of the Plan.

Route Outlined from Port Valdez to the Yukon—Country Rich in Copper and Is Adapted to Agriculture—Many Natives Are Starving.

The War Department has made public an important report from Capt. W. R. Abercrombie, Second Infantry, who commanded the Copper River exploring expedition in Alaska last season. The chief topic treated in the report is the laying out of the great trans-Alaskan military route, from Port Valdez, Alaska, to Port Egbert, on the Yukon. While engaged in this work the officer was charged to take note of the mineral resources of the country, of its adaptability for agriculture and stock raising, and the fuel and food products for man and animal.

Capt. Abercrombie arrived at Valdez, the starting point of the expedition, on the 21st of April, being received by a motley crowd, which had just come across the Valdez glacier from the Copper River valley. He found that hundreds of people were dying of starvation and scurvy in the Copper River country. The people at Valdez were in a most pitiable condition, crowded in miserable huts like sardines in a box.

There were no facilities for bathing; most of the sufferers had scurvy, and not a few frost-bitten hands, faces, and feet. The tops of old rubber boots and stripes of gunny sack made shoes and socks for many. The stench was intolerable, and 70 per cent. of the inmates of the huts were mentally deranged. This was common to those whom a fear of

scurvy had driven over the glacier, where many had perished by freezing to death.

Old railroad and trail-builders were the men selected by Capt. Abercrombie to build a military road, and they started from Valdez April 29, and proceeded to the mouth of Keystone canyon. The harbor at Valdez, owing to the proximity of the Japanese current, is accessible at all seasons of the year to ships of any size, except about one and one-half miles at its head. The only feasible site for a railroad terminal is a narrow strip of land three-quarters of a mile broad, extending up the Lowe River some five miles, and south of a small stream flowing from Robe Lake.

Capt. Abercrombie believes that the future for a railroad through this section of Alaska is very promising, owing to the presence of large zones of heavily mineralized copper deposits, the development of which, he says, undoubtedly will yield a local tonnage of great volume. He states that the proximity of tie and bridge timber, and the absence of any great engineering features would render railroad construction a comparatively easy problem.

Mr. Edward Gillette, a member of the expedition, contributes an important chapter to the report on the feasibility of establishing a practical railroad route up the Copper River Valley. He draws a comparison between the route from Seattle to Skagway with the Valdez route, to the advantage of the latter. The report shows that while the distance from Seattle to Skagway is 1,050 miles, as against 1,250 miles from Seattle to Valdez, this difference is practically offset by the unimpeded passage of the outside route. Then vessels are not required to pass through some 400 miles of water claimed by a foreign country, and Valdez is much nearer the center of Alaska than Skagway, being 200 miles nearer by railroad to the Forty Mile country. Insurance rates on the inside route are also double those on the outside routes. Mr. Gillette believes that the development of the country in the future probably will necessitate the construction of both lines from the northern end of the Keystone Canyon through Thompson Pass and by Marshall Pass. He recommends that the line be constructed on a three-foot gauge in the interest of economy and rapidity of construction.

The report makes a comparison of the projected Valdez road and the existing railroad from Skagway over White Pass to Lake Bennett, showing that the maximum grades are much less; that the curvature is less, and that the highest Valdez elevation is fully 300 feet less than White Pass road. The snowslides from which the White Pass suffers can be practically eliminated from the Valdez route by the peculiar formation of the country and the careful placing of the line.

The point is also made that the projected route would lie entirely within United States territory. He fixes the probable cost at \$753,500, or \$22,531 per mile, the estimate being from 25 to 50 per cent. higher than rates in the United States. A direct line from Valdez to Port Egbert, on the Yukon, would be 310 miles long, and 350 miles would afford all the diversion required for the line.

In conclusion, the report treats of the agricultural resources of the country, showing that the soil is productive, that potatoes and hay can be raised, that

there is plenty of timber, and that hardy farmers from Norway and Sweden would farm as successfully in the Copper River Valley as in their own country. The country also contains coal of good quality and marble of various colors.

KLONDIKE OUTDONE

Army Staff, Washington Jan. 13, 1900.
Marvelous Richness of the Cape Nome District, Alaska.

ALL LIES WITHIN THE UNITED STATES

Interesting Talk With Newton Hatch and Kenneth Jackson.

FACTS THAT ARE WONDERFUL

From a canvas tent pitched on the bleak shores of Berling sea, in far-off Alaska, to apartments in a hotel like the Shoreham is a metamorphosis experienced by few people hereabouts, but this is what has happened to Judge Kenneth Jackson and Mr. Newton Pierson Rice Hatch of Nome City, Alaska, who were in Washington yesterday. Both are lawyers, and in the brief period of two years have been through all the various phases of possession, from the ownership of well-worn copies of Chilly and Cooley to check books backed up by deposits of hundreds of thousands of dollars. The changes, kaleidoscopic as they have been, have in no manner disturbed the natural placidity of the two gentlemen. They proceed to the appetizing discussion of teal ducks stuffed with olives and such delightful things with no more enthusiasm than they approached, ere fortune favored them, to the gastric environment of salt horse and flapjacks, eaten with two-tined pewter forks, or, more occasionally, the five-tined natural uplifters of provender that grow at the ends of their arms.

Appointed by Cleveland.

Judge Jackson, who is a stalwart Texan, closely resembling Representative Joe Bailey, but handsomer, if such a thing can be believed, and who is now only twenty-eight years old, went to Alaska several years ago as United States commissioner, secured through Senator Chilton's influence from President Cleveland. Like many other men who are sent officially to that far-off country and appreciate its advantages for individual effort in their own behalf Judge Jackson resigned, and, mixing law with mining, proceeded to help develop the rich territory. He had his ups and downs, especially his downs, and during one of these depressions a couple of years ago he went to the Cape Nome country, then in its almost virgin state. Here he met Mr. Hatch, also a lawyer, and until then the only one in that country and an Alaskan of but a year's experience. A coalition was formed between the two for mutual advantages, professionally and, as it happened, capitalistically.

In the defiles of the mountains lying back of Nome City hardy prospectors with picks and shovels, pans and cradles, tents and limited grub stakes, discovered gold in remarkable quantities. Angle creek, now so famous, and other streams paralleling it both longitudinally and in treasure, held in the sands and gravel along their sides precious shining particles that gave riches to those who sought them.

How Nome City Grew.

As soon as the tremendous deposits were discovered miners and others flocked to Cape Nome, as the country was called, and as is customary, the miners held a meeting, defined the boundaries of the district, established the dimensions of claims and organized as such suddenly created communities do for self-protection both as to life and property. The dimensions of the claims were made generous in comparison to those in the Klondike, being fixed by the miners themselves at the United States government size of 1,320 by 660 feet, or twenty acres. Claims were taken up in great numbers, a recorder's office was established, where the claims were recorded,

as well as many transfers from original owners to later comers by means of bills of sale, deeds and so forth.

After the immense richness of the district was established the natural sequence common to new camps occurred. New-comers came and endeavored to possess themselves of claims already taken up and denied the legality of locations by the original claimants. To protect their holdings the miners engaged Messrs. Jackson and Hatch, who had already staked out valuable claims themselves, and the firm waxed opulent in fees. It is believed that their income from this source alone during the past twelve months has been in the neighborhood of \$300,000. As miners, however, they have done still better, as Judge Jackson recently disposed of one of his claims for the comfortable sum of \$800,000, and, together, they have others left to fall back on if necessary.

The mission of the gentlemen to Washington is for the purpose of securing from Congress a code of civil laws for Alaska

which will assure the permanent safety of property and prevent trespass upon mining claims and other possessions. They were before the committee on territories of the House yesterday and feel hopeful that the object of their coming will be gained.

Golconda Tales Are Tame.

In conversation with a representative of The Evening Star yesterday Mr. Hatch described the conditions in and around Cape Nome in such a way as to make the well-remembered tales of Golconda seem tame by comparison.

"The existence of gold in the Cape Nome country, which is in northern Alaska, close to the Siberian line, entirely in United States territory, and not like the Klondike in British boundaries, was discovered by a missionary, who was engaged in christianizing the natives," said Mr. Hatch.

"It was very soon developed that the deposits on the Yukon around Dawson were meager in comparison with those around Nome City. There are two great gold creeks at Dawson, the Eldorado and the Bonanza.

"There are half a dozen infinitely richer in our country, besides the tremendous richness of the sand and gravel which forms the beach of Bering sea. The cheapness of getting out the gold in our country is another element in its favor. The cost is about 6 per cent of the output. In other words, it requires only an expenditure of about \$600 to secure \$10,000 worth of gold, and this expense covers all the dead work. The rate of wages out there for laborers on the claims is \$10 a day and board, the latter costing about \$3.50 per day.

Made \$150 a Day.

"I had sixteen men working for me on a claim on Basin creek, when the discovery was made that the sand and gravel on the beach was full of gold. Fourteen of them left at once and rushed to the beach. Two of them in a week took out \$1,800 or \$150 a day apiece. This is only one instance. There are scores like it.

"The gold is found in ruby sand," and here Mr. Hatch showed the reporter a four-ounce bottle containing the sand, of a dark, somewhat purplish color, in which bright gleams of tiny gold grains could be seen. "There is about \$4 worth of gold in that sand. Here is the kind of gold it is," and he produced a smaller bottle of the precious stuff. It was in grains mostly, from the size of a pin head to several times such.

"Our gold is worth about \$19 an ounce," continued Mr. Hatch. "The commercial companies and banks and merchants took thousands upon thousands of ounces of this gold in business at \$16 an ounce and made enormous profits from it. "There is one claim, known as No. 1 Below," said Mr. Hatch, "that has a pay streak four hundred feet wide. The pay sand along the beach extends for forty miles. All that is required to get the gold is to shovel up the sand and gravel and put it in a rocker or cradle and water and muscle do the rest."

Preparing for the Coming Rush.

"Cape Nome is on Bering sea, 3,500 miles from Seattle, and is reached by water. One steamer, the Roanoke, makes the trip from Seattle in ten days, but the others require fifteen days. The coming year, however, there will be other steamers on the route equal to the Roanoke. Every available bottom on the Pacific coast has been engaged for the Cape Nome traffic the coming season, and boats are under charter at New York to make the trip around Cape Horn and enter the same trade.

"Landing at Nome City," he continued, "is possible only by small boats or by barges, the beach being too shallow and the surf too high to prevent vessels coming in."

Plenty of Work for Willing Ones.

"Yes," he resumed, in reply to The Star reporter's question, "There will be plenty of work in that country next year, and for many years, for those willing to work. The country has been merely scratched. With practically crude appliances and with no systematic work, the Cape Nome district produced over \$1,000,000 in gold this year. The presence of gold on the beach was not discovered until the latter part of last July, yet \$1,500,000 in gold was taken from the sand. There is a very peculiar thing about that beach. When there is a strong south wind the waves of Bering sea deposit on the surface of the beach, just as the Atlantic's waves do at Atlantic city, for instance, a covering of the ruby sand, that gives from 25 cents to \$1 in gold to a pan. Quartz and pebbles, rounded smooth by the sea's action, are washed in like marbles.

Mr. Hatch's Theory.

"Now, my theory of the presence of this gold in Bering sea," said Mr. Hatch, "and mind you it is only a theory, is that somewhere back in the mountains is the original deposit of gold. In the course of time attrition and other causes have caused the quartz and rock containing it to break off and be carried downwards by the water, the heavier particles lodging in the streams, like Angel and Basin creek, for instance, and the lighter dust going to the sea. Of course, there is a certain amount of gold in every cubic yard of sea water, but all the water in Bering sea could not contain the

Estimate for Next Year.

Mr. Hatch is also a young man and is a native of Minnesota. He has been in Alaska three years. Both gentlemen stated, it may be said in conclusion, that conservative estimates placed the gold output of the Cape Nome country for 1900 at between \$20,000,000 and \$30,000,000.

"The former figure can be relied on for a certainty," they declared.



CRADLING ON THE BEACH AT NOME.

proportions washed up in the sand when a south wind blows.

Cape York Country Promising.

"The claims on the beach are thirty feet square, this size being determined by the miners themselves, and everybody has a right to take up such a claim, providing it is not already being worked. One hundred and twenty miles west of Cape Nome is Cape York. The beach conditions are precisely similar to those at Cape Nome, and the surface indications along the creeks back of it are also like ours."

"Mr. Hatch and I own forty or fifty of the best claims up there," said Judge Jackson, who came in at this juncture. Then he added, "There seems to be a general impression that southeastern Alaska comprises all there is in the territory. It will be proven before long that northern Alaska is the real territory. We can cast ten votes to their one, and the next election of a delegate will show it."

Steep Prices Prevail.

"How are prices out at Cape Nome?" queried the reporter.

Mr. Hatch and Judge Jackson exchanged smiles.

"There is nothing less than two bits, or a quarter, as you call it east, in our country. We have two newspapers there—the Nome News and the Nugget. They come out when they feel like it. Each is a four-page sheet, and they are sold at four bits—50 cents, you know, a paper. The advertising rates are out of sight. Drinks are four bits each. When we left lumber was \$250 a thousand; soft coal was \$85 a ton; wood, such as is washed up on the beach, was \$35 a cord. Coffee is a dollar a pound;

meat, such as beef and mutton, the same a pound; salt meats of inferior quality—sides, you know—from 35 to 60 cents a pound. You see, it costs to live out there, but then one gets plenty out of the sand and gravel to pay expenses."

"How long does the working season last?"

"Three months," was the response; "but as it is daylight for twenty-four hours, the period is really six months for work, which is continued all the time. Winter weather? Well, the thermometer frequently touches 60 degrees below zero and very high winds prevail. The snow often covers a house completely. The force of the wind is so strong sometimes that it packs the snow almost as solidly as ice. During the daylight season, however, the climate is very good—very much like your October weather."



LANDING FREIGHT AT NOME CITY.

SENATE.

TUESDAY, January 30, 1900.

Prayer by the Chaplain, Rev. W. H. MILBURN, D. D.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on motion of Mr. ALLEN, and by unanimous consent, the further reading was dispensed with.

The PRESIDENT pro tempore. The Journal stands approved, without objection.

INTRODUCTION OF DOMESTIC REINDEER INTO ALASKA.

Mr. PLATT of New York, from the Committee on Printing, to whom the subject was referred, reported the following resolution; which was considered by unanimous consent, and agreed to:

Resolved by the Senate of the United States (the House of Representatives concurring), That there be printed 1,000 copies, additional to the usual number, of the report of Dr. Sheldon Jackson upon "The introduction of domestic reindeer into the district of Alaska for 1899," of which 250 copies shall be for the use of the Senate and 750 copies for the use of the House of Representatives.

Mr. TELLER subsequently said: I ask unanimous consent that the action of the Senate may be reconsidered in adopting the resolution providing for the printing of the report upon the introduction of domestic reindeer into Alaska.

The PRESIDENT pro tempore. Is there objection to a reconsideration? The Chair hears none, and the resolution is before the Senate by unanimous consent.

Mr. PLATT of New York. As chairman of the Committee on Printing I move to amend the resolution by increasing the number to 2,000 additional copies.

The PRESIDENT pro tempore. The Senator from New York moves to amend the resolution reported by the committee. The amendment will be stated.

The SECRETARY. Strike out "one," in line 2 of the resolution, before the word "thousand," and insert "two;" so as to read:

That there be printed 2,000 copies, additional, etc.

The amendment was agreed to.

The SECRETARY. In line 5 of the resolution, strike out "two hundred and fifty" and insert "five hundred;" and in line 6 strike out "seven hundred and fifty" and insert "fifteen hundred."

The amendment was agreed to.

The concurrent resolution as amended was agreed to, as follows:

Resolved by the Senate of the United States (the House of Representatives concurring), That there be printed 2,000 copies, additional to the usual number, of the report of Dr. Sheldon Jackson upon "The introduction of domestic reindeer into the district of Alaska for 1899," of which 500 copies shall be for the use of the Senate and 1,500 copies for the use of the House of Representatives.

CAPE NOME'S VAST RICHES.

Feb. 4, 1900
THE GREATEST GOLD FIELD EVER FOUND, SAYS AN EXPERT.

Miles of Golden Sand on the Beach; Gold-Lined Creeks Beyond It—Said to Excel the Klondike—Some Fortunes Already Made—A Missionary Early in the Field.

POMONA, Cal., Jan. 30.—Capt. Lewis B. Butler, formerly connected with the United States Geological Survey, for years an expert for the State Mining Bureau of California and a widely known authority on the Pacific Coast concerning placer mines, has reached his home in Santa Barbara after several months in the new mining field at Cape Nome, Alaska. He spent August, September and much of October in the Cape Nome region, having been employed there as an examining expert by the Pacific Coast Mining League, and the information he brings from the new gold field is interesting. He will go to Washington next week to seek to have the mining laws altered to suit the conditions of the 28,000 placer claims that have already been staked out at Cape Nome, and to aid the thousands of new claims that will probably be located next summer.

"There are no richer placer mines on earth than those at Cape Nome," said Capt. Butler. "The district will astonish the world in two years more, and will keep astonishing it yearly for a long time. Why, its output of gold for 1898, its first season of washing, was \$900,000 greater than that from the Klondike in its first season. And next summer, the second season of work, the quantity of gold washed from the Cape Nome sands and gravel will be almost treble that of the Klondike at the same stage of its history. In some respects the Cape Nome gold field is the most wonderful yet found. Think of men getting pay dirt a foot below the surface of the sand. It seems like wild exaggeration to say that two men with an old-fashioned rocker, a shovel each and a little quiksilver have cleared \$75 a day for nine months at a lick; but I knew that to be done at Cape Nome in several cases last summer. Think of going down on a sandy seashore, reaching

miles and miles away, and for a quarter of a mile from water back, and there panning out gold worth from 70 cents to \$1.75 a pan, with as little labor as shaking common sand through a hand sieve. It seems like a lovely dream in mining, doesn't it? But that's what I have seen several hundreds of men do at Cape Nome. Why, the whole beach for seventy miles up the shore is staked off in mining claims, and there are even greater riches dug by more effort and more enterprising mining methods in the gulches and along the brooks that seam the hills back from the shore line at Cape Nome. You may well imagine what wealth there is in the placers of Cape Nome when California men, who have been miners for a generation and know from long experience what rich and poor diggings are, have paid \$50,000, and even \$80,000, for single claims, upon which less than a month's work had been done.

"The output of gold from this brand new mining region for four months last summer was between \$2,000,000 and \$2,300,000. That, too, was all taken out by crude gold miners' rockers and cruder pans by about 800 men. I doubt if a similar record, all things considered, has been made in any virgin mining field. Fully \$9,000,000 will be washed out by the Cape Nome miners next summer, and by the summer of 1901, when machinery and modern appliances for gold washing have been introduced into the Cape Nome region, the annual clean-up will be at least double that sum. Oh, there's nothing like the richness of the gold deposits in that bleak and dreary Alaskan country. George Bennett, the London mining authority, who has been employed by the British Government to survey the northwest field and to inform the world as to the possibilities of getting gold from there, told me at St. Michael that the gold in the frozen north is beyond human calculation, and that in ten years more Alaska and the Klondike regions together would be annually selling gold to the amount of \$75,000,000. I think Mr. Bennett is even underestimating the yearly output. C. D. Lane of San Francisco, who knows Alaska mining from Juneau to the Arctic Sea and has made millions as a miner, believes that Alaska will yield more than \$90,000,000 in gold annually by another decade.

"The Cape Nome district is situated on the northwest coast of Alaska, on the southwest side of the great arm or peninsula which reaches into the Behring Sea. Kotzebue Sound is on the north of the arm, and Norton Sound on the south. The western end of this arm or peninsula is at the 146th meridian, and has long been known in geographies as Cape Prince of Wales. This peninsula is the westernmost of the United States; it is separated from Asia by the Behring Strait, less than seventy miles wide. Cape Nome has had its name on maps for twenty years. The gold diggings are about 180 miles northwest, across the sound, from St. Michael. Steamers land the gold seekers within rifle shot of the shore diggings, and within a few hours' walk of the gulch and creek diggings. From Seattle to Cape Nome the route by steamer is 2,400 miles, and from Ounalaska it is 715 miles to Cape Nome. The gold-washing district extends along the base and sides of a range of hills or promontories that skirts the southern side of Cape Nome. From the water's edge to the base of the hills there is a great, dreary plain, as unlikely a spot in which to find gold as one would imagine. Dozens of tiny streams foam and fuss on their way through the hills and empty in the sea. Gold is found along the banks of these streams and in the gulches that abound in the district, and the sand on the seashore is surprisingly rich in the yellow metal, too. A bush or a tree as high as a man's head is not found within hundreds of miles. But a green and gray colored moss, peculiar to Arctic regions, grows everywhere, almost from the water's edge back through the hills and ravines. It is called tundra, and is three feet thick in some places, and very tough. The miners clear this heavy coating of moss away, and frequently they get pay gold right away. The moss is good fodder for the reindeer that the United States took to Alaska some years ago, but is of no use to the miners so far as they know now.

"The whole Cape Nome country is a gold field. The auriferous deposits in the Klondike surprised the world in 1897, but Cape Nome is a far greater marvel. No men have ever made money faster than the Nomers have made it this past year and will make it in the next few years. No one knows the extent of the gold-bearing

territory at Cape Nome, because all the 5,000 men there last summer were too busy washing gold from the beach or the hills to lose time in prospecting. In all my experience in mining camps since 1860 I have never known anything like the promise of gold there is at Cape Nome. The beach is known as ruby sand. It is the heaviest we have ever known and is dark blue. All the miner has to do is to shovel the sand into a rocker, and I have never known a shovelful that did not show some trace of gold, while many a pan of this sand has yielded \$1. Edward Bardsley demonstrated to me last summer that alone he made \$140 a day for sixteen days at washing this sand. In depth the sand averages six feet, and then bed rock is struck. The man who has a dozen acres of this sand is bound to get rich right there. How much there is of this gold-bearing sand no one knows. It may comprise tens of thousands of acres before the prospecting ceases. When I left Nome there was not a square foot of the beach left unclaimed and unstaked from Nome to Sinrock, a distance of about forty-two miles. From Nome north to York, a distance of nearly 130 miles, the beach has been prospected and some gold has been found in all that distance. When I came away several hundred miners were about to go prospecting for gold-bearing sand on the beach to the south of Nome, and there is no reason why the riches of the beach at Nome should not be duplicated for miles to the south toward Cape Winslow. All the old-time miners are amazed at the gold deposits in the beach sands. Nothing like it has ever been known in their searches for the yellow stuff.

"But if the area of the gold-bearing sand is unknown, the area and richness of the earth in the hills and gulches back from the beach are even more matters of guess. That territory has been merely picked into by the prospectors. It stands to reason that the golden mites which have been washed down from the hills and deposited on the beach through countless ages must be found in larger sizes and greater abundance back from the shore, where they have been retarded by geological formations. Evi-

dently John W. Westcott, who has made a fortune in the Klondike country, and who has been gold mining for forty years, thinks so, for he has paid \$45,000 each for two claims on Anvil and Snow Creeks. But the men who have sought wealth with comparatively little labor have been giving their attention to the beach placers. It will take money and management to get the riches from the back country at Cape Nome, because water cannot be got to the mines in the hills and ravines without the use of flumes and ditches, and the wood for the flumes and dikes must be brought to the gold fields on steamers. It will take a little fortune to get lumber to Cape Nome for flumes, and you may imagine what enormous prices must be paid for day labor to construct ditches in a country where every man has a chance to do mining on his own account and make from \$10 to \$60 a day. Lucky Baldwin of San Francisco is now organizing a company with a paid-up capital of \$150,000 to prosecute gold mining in the hills and gulches about Nome, and I hear of a dozen other companies that are forming on the Pacific coast and in Denver for like projects. If the ledges from which these placers have been fed year after year are ever found in Alaska, it will be the most stupendous gold discovery ever known. The ledges must be about as nearly pure gold as any that can ever be found, and I wouldn't be surprised if the discovery of such ledges would set the financiers of the world to wondering whether gold was not going to be demonetized.

"What kind of community is Nome?"

"It has grown as fast as Dawson, and, because it is so much easier of access from the outside world from the middle of April to October, it will grow faster and be a finer town. When I reached Nome last August the town had between 3,500 and 4,000 men, and about 2,000 women. Before I left there were more than 5,000 men in Nome. The town is at the mouth of Snake River, in the elbow of a wide turn in the coast line. Shipping cannot reach the shore, and everybody and everything that arrives at the town on a ship must be carried to shore on lighters. The town has grown up right on the beach, and last summer it was an extraordinary sight to see several thousand men strung out in broken lines along the beach as far as the eye could reach,

all working day after day as hard as they could at shoveling sand into the rockers and getting out the golden particles. Day and night the work went on, for in summer the nights in the Arctic are almost as light as in the daytime. Nome is an organized city, with a Mayor and City Council. The City Marshal, I believe, got \$400 a month salary when I was there, and he was threatening to quit the job unless he got \$500. The city is very quiet and unusually honest, for a new gold camp. Compared with Cripple Creek and Virginia City in their early days, Nome is a Puritanical, Sabbath-observing town. Everyone is too busy there to scheme deviltry, and too tired from gold-washing to raise much cane when night comes. All these Arctic mining camps are different from any we ever knew in the States. The climate is too severe, the necessity for providing for frightfully cold weather is too apparent to permit of ease-taking and debauchery like that we have known in all Western gold and silver camps. A small company of United States soldiers in charge of Capt. Craig are stationed near Nome, and they have kept in check any turbulent spirits among Nome's population. The winding, lane-like streets of Nome are flanked by rude and hastily-constructed buildings of rough pine boards; canvass houses, dirty, weather-beaten tents, and cabins built in the most primitive way, with rusty, battered stove-pipes sticking at all angles through side walls and roofs. A score of cheap saloons, seven gambling houses, three dance halls and a very crude apology for a hotel are the principal structures in Nome. But you must remember that there was not even a tent there last February. In a year more Nome will have, without doubt, a population of 15,000.

"Prices for everything run high in Nome. Coal was eagerly bought there last October for \$70 a ton, and it sold for \$55 there even when navigation was open. Rubber boots, absolutely necessary up there, sell for \$18 a pair; common shovels for \$10; kerosene oil for \$2 a gallon, and flannel shirts that can be bought for \$1.20 anywhere in the States bring \$7 in Nome. The prices for provisions vary with the seasons everywhere in Alaska. Last summer when navigation was open I paid \$2.50 for five pounds of sugar, and now that Nome is cut off from the outside world the price is \$5 for five pounds. Fresh beef and pork sell for \$1 and \$1.60 a pound; codfish for 70 cents a pound; flour is 35 cents a pound in summer and 50 cents a pound in winter, candles sell for 60 cents each; oatmeal, that may be pretty musty, sells for 50 cents a pound; and twelve-pound hams, that may be several years old, sell like hotcakes at Nome for \$10 and \$12 each. Packed eggs are a scarce article at Nome, and I have seen them sell for 25 cents each. Lumber is scarce, for there is no timber within hundreds of miles. It has sold for \$250 a thousand feet, and could not be had often at that price. Regular meals, consisting of three or four substantial articles of diet and pie made of dried apples could be had at from \$3 to \$5, and by ordering fancy dishes it was very easy to make a meal cost \$20. A bed in a tent without blankets costs \$1 a night, or \$2 if blankets are furnished. Beer is sold at 50 cents a glass. Everybody seems to have sufficient gold dust to keep him in food, and there is little suffering because of hunger. Realty sales are made every day. A lot back from the beach some distance costs \$500, and a lot with a 12x14 shanty on it is worth \$1,500 or \$2,000, according to location. On the main street of Nome rough board buildings have brought \$3,500 and upward. The large majority of people live in tents. The demand for houses was such that several of the Yukon River steamers were moored in neighboring creeks and used as lodging houses.

"After mining, gambling is the commonest occupation in Nome. Gamblers, sharps, and men who live on their wits have flocked to Nome from Juneau, Skagway, Dawson, Circle City, and from cities of the Pacific Coast States. The Bertha brought about two hundred card sharps to Nome on one trip. Adam Mason, who used to be a politician in Philadelphia, and who has run a dance hall in Dawson for two years, has the largest saloon and gambling place in Nome. He pays \$200 a month for rent for the lot upon which he has put a board structure that cost about \$3,000. And he does a land-office business. I have seen heaps of gold dust on the marble slabs in Mason's place, that must have been worth upward of \$5,000, and there was probably as much more gold in the walrus-hide sacks back of the bar. This was the bank roll

of the faro and roulette games there. The games run in eight-hour shifts day and night right along all the time. Faro chips sell for 25 cents each, and there are some worth \$5 a piece. The miner who sits down to try his luck for a few hours at the faro or roulette tables hands to the faro cashier a bag of gold dust, and when the cashier, has weighed it to a pennyweight and given a receipt for the bullion, the gambling miner proceeds to draw chips to the amount of the value of the gold as determined by the cashier. When he quits playing he counts his remaining chips and gets the balance of the gold he has deposited with the cashier. Once in a while a miner, who has actually won the goddess Fortune, will go out of the saloon with double or treble the quantity of gold he took there.

"While gold is more abundant in Nome than in any other community of its size in the world there is very little money in circulation. Some miners there, who have made \$20,000 or more since last May, don't even have a dollar in money about them. One may go a week in Nome and not see any money. Every merchant, saloon-keeper, gambling house and hotel there has a set of brass scales handy for weighing gold. A man who wants a sack of flour gives an ounce of gold, worth about \$16, and the one who buys a slice of bacon or a few candles weighs out so many pennyweights of gold for his goods. A drink of whiskey costs a pennyweight of gold. The bartenders don't stop to weigh the gold, but take a pinch from the leathern pouch that the drinker produces from his inner pockets. The Alaska Trading Company takes gold on deposit and gives its scrip for the same in denominations of \$2, \$3 and \$5, and these notes pass among the merchants for cash. But inasmuch as the trading company takes gold at Nome at \$16 an ounce, and sells it for \$18.50 at Seattle and San Francisco it is seen that the company is also making a fine profit by doing business at Nome.

"While the summer season is more tolerable at

Cape Nome than in the Klondike, because the frightful mosquito pest of the Klondike is not experienced in the Cape, still only rugged people should attempt to live there even a year. In summer the sou'westers blow a ceaseless gale from the sea across the Nome plains and the low range of hills back from the shore. These winds are so severe that whaling ships have sometimes been blown ashore. Only the strongest men with good lungs can endure the winds, and there is no protection from them. In winter the temperature is frequently at 60 degrees below zero for a week or two at a time, and when the wind blows from the northeast, as it almost always does for four months, one clad in even the heaviest fur garments cannot keep warm. Frozen feet and hands are a constant menace to the Nomers all winter long. Last summer I saw the mercury at 70 above zero for a few weeks, but at no time was the ground where the miners worked well thawed out. The lack of fuel in Cape Nome, now that the debris washed upon the shore has been largely consumed by this time, is a serious feature of life there. When I came away there were some fears that the shortness of the fuel and food supply would cause suffering in the town when winter came and built a barrier between the Arctic and all the rest of the world. Malarial fevers are common at Cape Nome. A more insanitary condition than at Nome can scarcely be imagined. Every few days a death occurred last summer from typhoid fever. One day there were six deaths from fever, and there were at that time fifty men seriously ill with fever. The country for miles around is marshy. The water is not fit to drink, as a rule, and when it is remembered that the digging of cesspools is impossible, and that no attention is paid to the proper disposition of garbage, it is surprising that there is not even more typhoid fever.

"How did the Cape Nome gold field come to be discovered?

"A veteran prospector, H. L. Blake, in some way heard from an Innuat that there was gold to be found at Cape Nome. It was early in September, 1898, when he decided to go and see the Cape Nome region for himself. He secretly gave his information to several friends at Council City, the Rev. O. Hultberg, Christopher Kimber and Frank Porter. The party went up the Snake River on Cape Nome, panned for gold at hundreds of places, and then went over to Anvil Creek, where they found gravel that went \$4 to the pan. In seven other spots they found dirt that ran even better to the pan. It was getting cold, and the

Blake party, without setting a claim stake, or making any legal claim, went back to Council City. On the way back each one in the party agreed not to reveal the discovery until the next spring, when they would return to Cape Nome and make themselves masters of the richest parts of the new gold country. But Mr. Hultberg, a Lutheran missionary, had a friend, named Anderson, another Lutheran missionary. Hultberg let Anderson into the secret, and Anderson straightway organized a party to sail immediately to Cape Nome no matter what the climate—and make some claims to the golden wealth. Now, the party led by Anderson went more energetically at prospecting and making its mining claims than the Blake party had done. In spite of a blizzard and forming ice Anderson and his six companions went over the hills and gulches at Cape Nome. They found even richer spots for digging gold than the Blake party had done. For five days they worked with little sleep and rest. They staked out claims for themselves and their friends, panned out about \$1,600 in gold and then hastened back to Council City to wait for spring. They had no reason to keep their discovery secret and in a few weeks the news of the gold find had travelled to camps of other prospectors over two hundred miles from Council City.

"All last winter there were parties of prospectors going to Cape Nome on sleds and behind teams of dogs and reindeers. The wonderful hold that gold has upon a miner was never more strongly illustrated than by the stampede of miners to Cape Nome across several hundred miles of snow and ice, through blinding blizzards that no one but gold-crazy men would dare brave, and in a temperature of about 50 degrees below zero. About four hundred men reached Cape Nome last January and lived there in tents till spring, indifferent to the awful climate so long as they were early on the ground and could make their mining claims before the spring rush set in. I saw some grizzled old fellows in Nome, who told me that they had tramped to the new diggings from points on Kotzebue Sound, about two hundred miles distant, in the dead of the last Arctic winter. They had carried packs of blankets and camp utensils on their backs, had slept in snow when the mercury was about 60 below zero, and had sometimes travelled twenty miles a day without a bite of food. As for warm food, some of these men did not eat a morsel from start to finish during a ten days' tramp along the wind-driven western coast of Alaska to Cape Nome. It seems to me that I never heard of sufferings and privations like those these hardy mining veterans endured to get to the new diggings. No one who has never been in the Arctic regions knows what an awful experience it is to travel on foot in the dense darkness of those latitudes in winter. I wonder that any of the old fellows ever lived to tell of their experience.

"Who are getting richest at Cape Nome? They are almost wholly Americans, and the greater part of them are men from the Pacific States. The percentage of intelligent miners at Cape Nome is far ahead of that in the Klondike during its first two years of activity. I found in Cape Nome hundreds of young men who had gone to the Klondike and Copper River mining regions only to be disappointed. The richest man there is Loren M. Gardner. He came originally from a little New Jersey town, but he has mined in California and Oregon for twenty years. He never made more than a living for himself and family until he went to Cape Nome. He went there early last February from St. Michael, where he lived in a hut after he had left the Klondike country. He had about \$400, so he told me, when he got to Nome. His Klondike experience was valuable to him. He took up a claim and bought two more for \$100 each at Nome. All three have proved very rich. One of the claims he bought he declined to sell two months later for \$35,000. He knows how to make native Innuits work, and last summer he had thirty of them getting out gold for him. He has since bought half and third interests in other claims, and now he has property that altogether is worth at least \$400,000. He sent down to Seattle on the steamer Bertha bullion that sold at the San Francisco mint for \$47,000; besides he kept a lot of his gold back for investment and for working his properties at Cape Nome.

"Gabriel Price, a San Franciscan less than thirty years old, is walking into a millionaire's place up there. He deserves his luck, for he has braved three Arctic winters, and has endured more hardships all over the Kotzebue Sound

region and along the Yukon River in his searchings for gold than a multitude of men do in a period of long warfare. He has bought several claims down on the beach that have yielded him 700 and 800 per cent. on his investment, four lots that he owns on Anvil street at Nome bringing him \$250 and \$350 a month each, in ground rent. The lots probably cost him altogether \$90. He must have cleared up \$80,000 as the result of his first year at Cape Nome, and he's only begun to get wealthy.

"A Lutheran missionary, the Rev. Joseph Anderson, is one of the richest men in Cape Nome. He has been employed as a missionary among the natives for ten years, and he knows the Behring Sea region of Alaska thoroughly. He led the first party that made claims at Cape Nome. He has two claims on Glacier Creek, and he bought another on Dry Creek. He is a wonderful man of energy and ceaseless labor. For weeks last summer he slept less than three hours out of each twenty-four. He managed twenty men, who worked in eight-hour shifts on his claims all the time for four months, and he wore out by work two young men whom he employed as his accountants. He sent to San Francisco some 600 pounds of gold at one time last August, and there were several larger shipments of his later in the season. He is believed to be worth about \$250,000 now, but if his claims continue to yield gold for a few years more his property is worth three or four times that. Anderson was born in Sweden, but he came from Scranton, Pa., to California, and he has been a missionary on a \$600 a year salary in Alaska since 1890. He says that he intends to give twenty per cent. of his gold to missions in his church.

"Charles D. Lane, the California mining millionaire, who gave \$30,000 in 1896 to the Bryan silver cause, is adding largely to his riches in the Cape Nome district. It is said at Nome that the Lane party got out some \$200,000 worth of gold last summer, and that the claims can be worked at the same percentage of profit for six or more years to come. Mr. Lane spent over \$45,000 before his men found gold in any quantity. He owns much real estate in Nome that he got for a song, and it alone will surely be worth several hundred thousand dollars in less than a year more, when the boom is on there.

"I might name a score or more men who were worth \$400 or \$500 sixteen months ago and who are worth now \$35,000, \$40,000 and \$50,000 by getting to Nome early and finding good claims. A young fellow, Dick Hastings, who was a wiper in the railroad roundhouse in Akron, Ohio, two years ago, and who threw up his job to go to the Klondike, got out \$3,000 in one week rocking the gold-bearing sand on the beach at Nome while I was there. Japhet Linderberg, who was a stationary engineer at Cripple Creek, Col., and is also a former Klondiker, has probably the very richest single claim at Cape Nome. He lives in a hut, dresses like a tramp, and would be arrested for vagrancy in any city of the United States. Yet he took out some \$90,000 worth of gold from his claim between last May and October. He was one of the six men who accompanied Anderson to Cape Nome. He sent last summer by a friend some 200 pounds of gold to his wife in Denver, Col., as a birthday gift. Ole Svenson, a middle-aged Swede, who has knocked about all the mining camps from Klondike to Tombstone for twenty years, is another who has leaped into riches. He has had more hardships and adversity in the last ten years than few men have in a lifetime, but he has clung to the belief that some day he would strike it rich. It seems that a clairvoyant told him years ago that he would become a millionaire, where he must risk his life and suffer fearful privations. So he went to Alaska believing that was the region the clairvoyant had in mind. He almost died from freezing in Dawson City, and he lost part of a foot and an ear by the cold there. But he stayed by Alaska. He has two claims on Rock Creek, and I had it that he sent 750 pounds of gold to the mint last summer and has now as much more ready for shipment when navigation reopens.

"Among the men who have done mighty well by going to Nome is Dr. Edward A. Sanders, and the way he came to go to his fortune is curious. He was at Harvard University in 1896 and 1897, and he went directly from Boston to Dawson in September, 1897. He was a medical student, less than twenty-three, and he believed he would do well at Dawson. He made money fast there, and put his earnings, some \$16,000,

into a gold mine, to which some one else made legal claim after the young doctor had paid his money for it. The title of the mine was at last decided in the other man's favor, whereupon Dr. Sanders last May angrily picked up his professional effects and left the Klondike region only too anxious to get out of the country. He went 2,000 miles down the Yukon to St. Michael on the first boat of the season. There he was persuaded to stay until the next boat down the coast, so that he might give surgical help to a man who had had both feet frozen. It was found that the man was slowly dying of blood poisoning. In his gratitude to the young doctor for his help he told him where he had been secretly informed was a rich unclaimed area of gold-bearing dirt on Dexter Creek at Cape Nome. The dying man showed a bottle of gold nuggets that had been dug there by a friend, who for reasons had gone to another locality, keeping the secret of the find to himself. In the early days of last July Dr. Sanders reached Nome, and the day following his arrival he had located the claim and staked it out as his own. He had some capital, and with that he set several men to work for him. At two feet below the surface gold was found that ran \$2.50 to the pan. In a week the doctor had got \$3,000 in gold dust. One nugget, the largest found in the Cape Nome district last summer, was taken from his claim. It weighed a pound and a half. A miner on the beach was dying of typhoid fever, and the doctor, abandoning all his own gold operations, went and nursed the poor fellow till he died. A few hours before death the miner, a German bachelor, willed an unworked claim of his own on Anvil Creek to the doctor. That has proved even richer than the claim the doctor himself took up. C. D. Lane's agent offered Dr. Sanders \$60,000 for it when it had been only scratched into. The Portland brought down to the San Francisco Mint about \$24,000 worth of Dr. Sander's gold, and he had turned over less than one two-hundredth part of either of his two claims. If his gold-bearing dirt holds out three years more as it has done the past season he will be a half millionaire before he is twenty-eight."

ALASKA SALMON CANNERIES. *Seattle Post-Intelligencer.* New Impetus Given and Other Plants Being Erected. Feb. 8/1900

WRANGEL, Jan. 26.—The indications are that with the opening of the salmon season there will be several new packing establishments between Wrangel and Juneau. This impetus to the salmon packing business has been occasioned by the unusually large packs put up last season and the increased demand for this food. Robert Forbes, president of the Grays Harbor Packing Company, of Aberdeen, Wash., has been in Wrangel for several days in search of a cannery location. A suitable site was examined, and the company plans the erection of one of the largest salmon packing plants in Alaska.

The Thlinget Packing Company, whose cannery is located near the mouth of the Stickeen, will enlarge its present packing capacity twofold.

The Boga de Quadra Packing Company has started the erection of a larger cannery in Bartlett bay, near Pyramid harbor. The machinery came up from the Sound last week. This company also proposes to salt fish the year around at Petersburg, Wrangel Narrows.

The Klawack, Prince of Wales Island, cannery, belonging to the Alaska Packers' Association, which was destroyed by fire last fall, will be rebuilt on a larger scale. More attention will in the future be given to the packing of clams and clam juice. A. S. Wadleigh, for many years superintendent of the cannery, has sold out his interest, and Harry Swift, of San Francisco, will superintend the construction and pack of the new plant, whose capacity will be about 100,000 cases.

A. C. Burdick and E. L. Tift, at the head of a Portland company, have selected a cannery site at Suettisham, Wrangel Narrows, and work on the buildings and wharf will be begun at once.

Monument to the Klondike

The Sun.

THURSDAY, FEBRUARY 8, 1900.

Agriculture in Alaska.

The explorations of the past two years in Alaska have confirmed the opinion long

held that its mineral resources are very large and widely distributed. It is also known that timber suitable for lumber is abundant along the southeast coast. For two years agents of the Department of Agriculture have been making a systematic study of the agricultural possibilities of the country. This work is still in progress, and from the reports already made and the experiments and testimony of settlers, it is established that Alaska is destined to have considerable agricultural development.

For about four hundred miles along the southeast coast from Prince of Wales Island to Cape Fairweather there are several influences most favorable to vegetation, including fairly abundant precipitation, the temperate climate due to the Japan current, the unusual amount of summer sunshine, twilight being the nearest approach to darkness for nearly four months, and a deep, rich soil. These characteristics are now found to extend about six hundred miles further west, to beyond Cook Inlet. They are not all so fully and favorably developed as in the region farther east, but have a marked influence upon vegetation and extend inland for an undetermined distance, in some places at least a hundred and twenty-five miles from the coast. The soils are largely of vegetable origin and some of them are very deep and rich. Prof. MILTON WHITNEY, who has analyzed specimens, says they correspond very nearly with rice lands and peat formations, and that if other conditions are favorable, they should be capable of producing enormous crops.

These soils are not confined to the southeast; Capt. ABERCROMBIE, Second Infantry, in his explorations of 1898, reported them 800 miles further west, in the Copper River district, where there are thousands of acres of rich vegetable or loamy soil from three to eight feet deep. Analyses show that "the vegetable content of many of these soils is much higher than in any of the agricultural lands of the States."

There were no settlements in Cook Inlet until the miners began to flock there about five years ago, but many hundreds of bushels of potatoes and all other common vegetables are now raised at Tyoonok and other settlements along the inlet. It can no longer be said that "Alaska grows no potatoes larger than walnuts." Lieut. LEARNARD, Fourteenth Infantry, tells of dinners at Cook Inlet at which everything on the table was raised in Alaska, except the flour and the butter. There seems no reason why these commodities also should not be produced. Excellent butter is now made in the Sitka region. Fine oats have been matured at Cook Inlet, and the agricultural station there is now experimenting with wheat. The failure of the first attempt apparently was due to very late sowing in the fall. Mr. JOHNSTON, formerly a Minnesota farmer, says that there are thousands of acres of well-drained land that reproduce the conditions of Minnesota, and that wheat can certainly be grown there. Lieut. CASTNER, Fourth Infantry, says that grass is abundant not only in the river bottoms but also above the timber line, and that bunch grass is especially nutritious. Capt. GLENN's expedition of 1898 reported that along Cook Inlet and the great valley of the Sushitna River the grass was of fine quality and so abundant that it would support a large amount of stock. One of the party who had been a cowboy said it was the finest grazing region both for sheep and cattle he had ever seen. Stock raising seems to be practicable in this region, though there are drawbacks. The long winters would necessitate curing a great deal of hay, and it has not yet been ascertained how far the pest of

mosquitoes and other troublesome insects would interfere with the industry.

The Copper River region is a little farther east, and Capt. ABERCROMBIE says he believes the development of agriculture there will be conditional only on finding a market for the produce. It is desirable to have more data as to the possibilities of gardening and farming in the interior. Mr. SITTELL, formerly a landscape gardener, reports from Copper Centre, 125 miles inland, that practically all vegetables may be raised there; he gives a list of fine wild fruits he has gathered, including two varieties of currants, which, he says, are as large and excellent as the cultivated kinds. Mr. WILLIAM OGILVIE, the Canadian official in charge of the Government office at Dawson, has estimated the agricultural area of the upper Yukon at about 460,000 acres, but it is likely that the produce of this region will be confined to some of the hardier vegetables. A few vegetables have been raised as far north and east as Circle City and Dawson.

On the whole, the climatic conditions of Alaska are comparable with those of Finland, where rye and barley supply the local demand and leave a surplus for export. It is probable that what is achieved in the most northern farming regions of Europe may also be done in our great Territory. Transportation, markets and drainage will offer serious problems, but the time is coming when Alaska will produce practically all of the food required by its inhabitants.

Send
Will

GLAD TIDINGS FOR ALASKA.

GOVERNMENT TO BUILD 2,400 MILES OF TELEGRAPH LINE.

From Valdes to St. Michael—Capt. Abercrombie Here on His Way North Tells War Department's Plans—Military Trail Into Yukon.

It is the purpose of the government to construct 2,400 miles of telegraph in Alaska and to complete the military road begun by Capt. W. R. Abercrombie from the sea, at Port Valdes, to Fort Egbert, on the Yukon. Operations, systematic and energetic, are to be begun in the early spring. They will be pushed with all possible vigor each working season until completed.

This is the important announcement made Sunday by Capt. Abercrombie himself. Capt. Abercrombie, whose name is so inseparably connected with the military exploration of Copper river, arrived in Seattle direct from the national capital. He is en route to Port Valdes, where he goes to direct preparations for the commencement of spring work. Later he will be followed by Company G, Seventh artillery, which will do military police duty in the Copper River country.

Capt. Abercrombie is returning to Alaska with enlarged responsibilities. In prosecuting the work so well inaugurated by him last year and the year before his official rank will henceforth be that of chief engineer on the staff of Gen. Randall, the commander of the new department of Alaska.

His Plans in Detail.

Capt. Abercrombie discussed in detail the work which the government has undertaken in Alaska. It is a gigantic undertaking and one which means much for

this city, from which the government has long dispatched all important Alaskan expeditions. Hundreds of thousands of dollars will be expended for material and supplies. The 2,400 miles of telegraph line will be built from a point at or near Port Valdes along the route of the government military road to Fort Egbert, and thence down the Yukon to St. Michael. For this work an appropriation of \$400,000 has been made, exclusive of \$150,000 for the completion of the military road. The entire work cannot be completed in one season, but it is probable that the telegraph line will be completed from the sea to the Yukon before another winter sets in.

As for the trail, Capt. Abercrombie thinks he can complete it during next season from its present terminus, eighty miles inland, to Tanana, about two-thirds of the distance to the Yukon. On the road work he will have seventy men, provided they can be had. With the actual construction the troops have nothing to do. Theirs is to be purely a police service.

In the road extension Capt. Abercrombie says much bridge building is necessary. Many rivers and small streams have to be crossed. Large quantities of lumber and heavy timbers will be required in the construction of the bridges, and all of this, Capt. Abercrombie states, is to be purchased on Puget sound. Several shiploads will be needed, and for the transportation of this and other material and supplies the government has decided to employ one of its Pacific coast transports. The particular vessel has not yet been designated.

Among other improvements the department has decided upon the construction of a government wharf on Port Valdes bay. The necessity for this became apparent as soon as it was decided to push the construction of the telegraph line and trail. There is now no wharf at Port Valdes, and the great quantities of material cannot be conveniently lightered to shore. A site for the wharf will be designated by Gen. Randall soon after his arrival from the East. He and Capt. Richardson, adjutant general of the department of Alaska, are expected to reach Seattle within two weeks.

Railroad Men Interested.

Capt. Abercrombie's comprehensive report on the Copper river country was ordered printed as a public document on motion of Senator Elkins, and upon the showing of this report, an Eastern syndicate, headed by Henry Villard, the railroad builder, is now having surveys made for a railroad to extend along the general course of the military road from Port Valdes to the Yukon. Two passes through the mountain range are under consideration. One is Marshall pass, the extreme elevation of which is 1,700 feet, and the other Thompson pass, with a 2,600-foot elevation. From the former the road would extend down the Tasnuna to the Copper river valley. The second route would extend through Thompson pass and thence down the Telkheil river valley through Swampy pass, at the head of the Knata and on down the Tonsina into the Copper river valley.

The distance from Port Valdes to Fort Egbert is 310 miles, and it is estimated that a railroad could be built for less than \$25,000 per mile. The construction of such a road would bring the American Yukon within quick and easy access from the sea for all kinds of traffic.

Capt. Abercrombie expects to leave for Port Valdes about February 26. He will take an engineer corps with him, and in May the troops will follow. Many of the laborers needed would be obtained in Alaska.



JOSEPHINE DIEBITSCH-PEARY.

JOSEPHINE DIEBITSCH-PEARY.

THE courageous woman who is about to enter upon her second winter in the high Arctic regions was born, of German parentage, in the city of Washington, twenty-seven years ago. Her father, who, as well as the grim marshal, the "Transgressor of the Balkans," who in 1831, as a trusted servant of the Czar, aimed to crush the Polish insurrection for independence, bore the name of Diebitsch-Sabalkanski, was a native of Polish Silesia, whence with comparative young age he emigrated to seek his fortune in the New World. Early impressed with the American spirit of equality, he dropped the conferred name of Sabalkanski, and settled down in and about Washington as plain Mr. Diebitsch. For many years before his death, which took place a few years ago, he was associated with the Department of Foreign Exchanges of the Smithsonian Institution—a position for which he was well qualified by reason of his intimate knowledge of foreign languages.

Mrs. Peary's fondness for outdoor life developed in her that liking for sport and that practical knowledge of the conditions and elements of sport which permitted her to stand the trials of solitary womanhood among the northern ice-fields, and among an absolutely strange people, with comparatively little discomfort. An expert marksman, she has helped to replenish the larder of the little Redcliffe colony, and with a calm presence, not less to be admired because it was a woman's, has stayed the fortunes of battle with the savage walrus. Under her supervision was prepared much of the equipment of the late expedition, and it was her nursing hand,

Around the World.

VOL. I.

DECEMBER, 1893.

NO. I.



OVER THE FROZEN SURFACE OF THE BAY.

A SLEDGE JOURNEY AND AN EXPERIENCE.*

JOSEPHINE DIEBITSCH-PEARY.

HAVING completed our arrangements for a week's exploration of Inglefield Gulf, we started from Redcliffe about noon of the 18th of April with the large dog-sledge, drawn by six dogs and driven by Kyo.

The day was very bright, and the sun shone warm all the time. The traveling as far as Cape Cleveland was good, but then it began to grow heavy, and before we had gone half way across there were

places where the dogs sank in to their bellies and almost swam, while we sank down to our knees in a semi-slush; the sledges, however, went along nicely. Fortunately, there were only a few such places, and as we got near the west end of Herbert Island the ice became smoother and harder, and the dogs sped along, two of us riding at a time, and sometimes all three.

Our sledge reached the west end of Herbert Island at eight o'clock, and two hours later, having crossed over to Northumberland Island, we came upon a cantonment of four snow-igloos. These were occupied by families from different settlements, who congregated here to be near a patch of

* From Mrs. Peary's "My Arctic Journal." Printed by special permission.

open water a short distance off, where they caught seal. The largest snow-igloo was occupied by Tahtara, his wife, his father and mother, and some small children (I don't know how many, as they did not sleep there that night). This was put at our disposal; another was occupied by Ikwa and family, together with Kyoshu and his son, while Myah and his wife were accommodated in a third. The mistress of the remaining igloo was making an awful noise and trying to come out of her habitation, while a man was holding her back and talking to her, but she screamed and struggled so long as we remained where she could see us. I asked Mané what was the nature of the trouble, and she told me that the woman was pi-block-to (mad).

As the wind was blowing fiercely and the air was thick with drifting snow, Mr. Peary urged me to come into the igloo, which I did, rather to please him than to get out of the storm. Now, as long as I have been in this country I have never entered an Eskimo hut; hearing about the filth and vermin was quite enough for me. But Mr. Peary said the snow-house was much cleaner, etc., etc., and seeing that it really made him uncomfortable to have me stay outside, I yielded. Can I ever describe it? First I crawled through a hole and along a passage, about six feet, on my hands and knees; this was level with the snow outside. Then I came to a hole at the end of the passage and in the top of it, which seemed hardly large enough for me to get my head through, and through which I could see numberless legs. Mr. Peary called for me to come, so the legs moved to one side and I wedged myself into the aperture and climbed into a circular place about five feet high, the floor of which, all of snow, was about two feet higher than that of the tunnel. A platform one and a half feet above this floor, and perhaps four feet wide in the middle and two and a half feet at the sides, ran all around the walls of the igloo, except that part in which the aperture or door came up in the floor. The middle of this platform for about five feet was the bed, and it was covered with two or three reindeer skins, which almost crawled away, they were so very much alive. On this bed sat Tahtara's mother, tailor-fashion, with a child on her back; another woman, younger by far, and rather pretty, his wife; and two children, about six and eight years old; and on the edge, with his feet resting

on a chunk of walrus, from which some hungry ones helped themselves whenever they wanted to, regardless of the fact that a number of feet had been wiped on it, and that it was not only frozen solid but perfectly raw, sat Tahtara himself, smiling and saying "Yess, yess," to everything Mr. Peary was saying to him. Mr. Peary had also taken a seat on the edge of this bed, and the women immediately made room for me between them; but this was more than I could submit to, so, excusing myself by saying that my clothing was wet from the drifting snow and that I could not think of getting their bedding wet, I sat down, not without a shiver, on the edge beside Mr. Peary, selfishly keeping him between the half-naked women and myself.

The sides of this platform on either side of the doorway were devoted to two large ikkimers (stoves), one of which was tended by Tahtara's mother and the other by his wife. These stoves were very large and filled with chunks of blubber; over each hung a pan made of soapstone containing snow and water, and above these pans were racks or crates fastened very securely, on which the inmates flung their wet kamiks, stockings, mittens, and birdskin shirts. The drippings of dirt, water, and insects fell invariably into the drinking-water. I say "drinking-water;" they have no water for any other purpose. Mr. Peary had put our Florence oil-stove on the side platform and was heating water for our tea. Fortunately, our teapot had a cover on it, which I made my business to keep closed.

Besides the persons mentioned there were always as many "husky" visitors standing as could possibly pack in and not stand on one another. These took turns with those unable to get in, so that after one had been in a while and gazed at the circus, he would lower himself through the trap and make way for a successor among the many crouching in the passageway behind him. This was kept up throughout the night. Of course the addition of our stove, together with the visitors, brought the temperature up rapidly, and to my dismay the Eskimo ladies belonging to the house took off all their clothing except their necklaces of sinishaw, just as unconcerned as though no one were present.

The odor of the place was indescribable. Our stove did not work properly and gave forth a pungent smell of kerosene; the blubber in the other stove sizzled and

sometimes smoked ; and the Eskimos—well, suffice it to say there was a decidedly unpleasant atmosphere, in which I spent the night.

I soon found that if I kept my feet on the floor they would freeze, and the only way I could keep them off the floor was to draw up my knees and rest the side of one foot on the edge of the platform and place the other upon it. In this way, and leaning down on my elbow, I sat from ten at night until ten the next morning, dressed just as I was on the sledge. I made the best

odometer registering 14.4 miles from Keaty.

Here we found a great many natives, probably sixty, most of whom we had already seen at Redcliffe during the winter. In addition to the regular inhabitants of the place there were a half dozen families from Cape York and its vicinity who were stopping in snow-igloos on their way home from Redcliffe. The winter is their visiting-time, and only during this season do the inhabitants of one place see those of another ; they travel for miles and miles over the ice, some with dogs and some



INHABITANTS OF SNOW VILLAGE, NORTHUMBERLAND ISLAND.

of the situation, and pretended to Mr. Peary that it was quite a lark.

Mr. Peary went out to look after the dogs several times during the night, and each time reported that the wind was still blowing fiercely and the snow drifting. In the morning the wind had subsided somewhat, and after coffee the dogs were hitched, and we resumed our journey, heading for Keaty.

The traveling was fine, and the dogs took our sledge, with all three of us riding, along at a trot all the way. We arrived at our destination about six P. M., the

without, but there is invariably at least one sledge with every party. This year the travel has been unusually brisk, owing to the American settlement, which all were anxious to visit. Where a family have a sledge and two or three dogs, they load it with a piece of raw walrus or seal (enough to last them from one village to the next), anything and everything that can be scraped together for trade, one or two deerskins for bedding, and the smallest child that has outgrown the mother's hood. The rest of the family then take turns in riding, one at a time, while two push the sledge.

On our arrival at the igloos we were immediately surrounded by the natives; two very old women in particular were led to me, and one of them, putting her face close to mine—much closer than I relished—scrutinized me carefully from head to foot, and then said slowly, “Uwanga sukinuts amishuare, koonna immartu ibly takoo nahme,” which means, “I have lived a great many suns, but have never seen anything like you.”

We had brought our things up to the igloos and intended to get our supper on the hill, but the native odor, together with that of *passé* pussy (seal) and awick (walrus) lying about, was too strong, and I suggested that we return to the sledge. The two old women who first greeted us, despite the fact that they could not walk alone, were determined to accompany us, and they were helped down the hill to the sledge. They looked as old and feeble as women at home do between eighty and eighty-five. Never having seen such a sight, they could not let the chance go by, even at the expense of their little strength. Not being able to carry everything in one trip, I went back for the rest, preferring this to staying with the sledge, where the natives were now swarming, and wanting to handle everything they saw. When I came to the igloos again, Annowee, a Cape York woman, who had lately been to Redcliffe, and who always gesticulates wildly, began to beg me not to go down, but to have Mr. Peary come up to her; she had “ah-ah” (pain) in her knees and could not possibly make the descent. She wanted to see us as long as she could, as she would never see our like again. All this time she was not only talking loudly, but clutching at my arm whenever I turned to go, and when I said, “Utchow, utchow, wanga tigalay” (Wait, wait: I shall return), she said, “Peeuk,” but did not want me to take the things down for fear I would not come back. The other women now closed about me, and all begged me to stay. Mr. Peary, who remained with the sledge, was somewhat disturbed by my position, but it was all done in kindly feeling. In spite of the fact that Annowee “could not come down,” she was at the sledge almost as soon as I was.

We had our supper, after which we bartered for tanned oogzook-sinishaw (sealthong), sealskins, bearskin trousers, and two dogs. Old Ahnahna gave me a fine scolding for the benefit of the crowd because I would not give her a needle; she

said Mr. Peary was “peudiochsoa,” but “Mittie Peary” was “peeuk nahme”—that I used to give her needles, but now I wouldn’t do it, etc., etc. While saying this she was laughing all the time, and when I gave her a cup of tea and a cracker she changed her opinion of me at once.

Mr. Peary walked to the Tyndall Glacier and took photos of it, and of the village and the natives. Kyo then hitched up the dogs, we said good-bye all around, Ikwa included, and at eight o’clock left for Ittibu.

We had the perfection of traveling. The surface of Whale Sound was just rough enough to prevent it from being slippery, and yet so smooth that the sledge went along as if it were running on a track.

Mr. Peary, Kyo, the driver, and myself were all three seated upon the sledge, which in addition was heavily laden with our sleeping-bags, equipment, provisions, etc., and yet the nine handsome creatures, picked dogs of the tribe, that were pulling us immediately broke into a run, and, with tails waving like plumes over their backs, kept up a brisk gait until we reached Ittibu at two o’clock in the morning; the odometer registered _____ miles. The night was a beautiful one. The sun shone brightly until near midnight, when he went down like a ball, tinging the sky with crimson, purple, and yellow lights, which gradually faded and left a dull grayish blue, which changed to a gray just dark enough to show the numberless stars which the firmament. Just as we reached Ittibu the sun came up from behind the cliffs of the eastern shore of Inglefield Bay. We had been traveling sixteen hours and were pretty well tired out. The dogs, too, were glad to have a meal at the st.

We immediately set to work to build a snow-igloo of our own, on a dry floor of which we placed our sleeping-bags and everything that we did not wish handled by the inhabitants of the settlement. While still at work on this we were visited by two residents, Panikpah, a former visitor at Redcliffe, and Koomenahpik, his father; an invitation to share the comforts of their igloo was politely declined.

Our igloo proved icy cold, and I shall never forget the difference of temperature between inside and outside. It was just like going from a cellar into a temperature of 90°, and we resolved that unless it were storming we would in future sleep without shelter. Among our breakfast callers



MRS. PEARY AND HER SLEDGE-TEAM.

"Around the World."

Dec 1893

assisting a patient and conscientious physician, which so largely helped to bring about an early restoration of the disabled commander of the expedition. Mrs. Peary accompanies her husband a second time, believing it to be her duty to render such assistance as she may be capable of, both materially and in the way of companionship.

AROUND THE WORLD.

5

was the wife of Koomenahpik, Nauyaleah, the most comical old soul I had yet seen.

She evidently felt it her duty to entertain me, and began to tell me all about herself and her family; that I had already seen one of her sons at Redcliffe, whose name was Tawanah, and who lives still farther up Inglefield Gulf; that he had stopped at Ittiblu on his return from the Peary igloo, and told her what a large koonah (wife) Peary's koonah was, and how white her skin was, and that her hair was as long as she could stretch with her arms.

She followed us everywhere we went, and chatted incessantly—whether we were taking photographs or making observations for latitude and time, it made no dif-

ference to her. If we did not answer her she would sing at the top of her voice for a few minutes, and then chatter again. She showed us a number of graves, which are nothing but mounds of stones piled on the dead bodies, and told us who lay beneath the rocks.

At eight in the evening we left Ittiblu, with four additional dogs obtained from Panikpah. All night long we dashed on over the smooth surface of Whale Sound, except where we passed Academy Bay. Here from one cape to the other the snow was soft and several inches deep. Again the sun only left us for a short time, and, in spite of a temperature of -35° F., the ride was a delightful one.

WOMAN'S HOME MISSIONS.

DELAWARE, OHIO

JANUARY, 1897

When the sun sets in Alaska it is an hour high in Maine.

The Alaskans called the first white people whom they saw, "snow men." They were greatly puzzled as to where they came from as they did not know of the existence of another race. When they saw the "snow men" do what they had never seen before, for instance, as striking a match or shooting a gun, they were so frightened in their own phrase they all "died"—fainted.

How remarkable are the providences of God in the events of human life! As though in anticipation of the great influx of men to the almost inaccessible Klondike and other golden solitudes of Alaska, the scheme of introducing the Siberian reindeer into Alaska took possession of the mind of Dr. Sheldon Jackson only to be prosecuted with the indefatigable perseverance characteristic of this great civilizer of our western and Arctic wilds.

After thoroughly investigating the capabilities of Alaska as a field for the rearing of reindeer, he appeared through Senator Teller before Congress who asked an appropriation of \$15,000 for the importation of that animal from Siberia. But it was too late for the fifty-first Congress. He saw the suffering of the Esquimaux for food and clothing and correctly judged that the domestic reindeer which answered all things for other Arctic peoples, would do the same for the Alaskans. Dr. Jackson, not discouraged, appealed to the public through the city papers. Our own President, Mrs. Fisk, and Mrs. Teller, in honor of whose husband the government reindeer station in Alaska is named, Teller Station, were among those who gave Dr. Jackson substantial endorsement and encouraged him in an enterprise the greatness of which he must foresee as he surveys the vast tundras of Alaska. And now behold how providential!

For the purpose of carrying food to the Klondike the Secretary of the Interior permits the War Department to use the two hundred reindeer which have been trained to the harness at *Teller Station* and to-day's journals announce that the same authority has ordered from Norway six hundred more, such transportation being the only available to reach with food the people who have, rushing to the Klondike, fallen into the perils of starvation.

THE REINDEER IN THE TWENTIETH CENTURY.

This patient, noble creature now enters prominently into human world-history. With great qualities he has come to stay. A mighty century closes with the eyes of the world on the two extremes of the globe, the frozen Arctics and the burning tropics, Alaska and Africa. Two noble animals, creatures of burden, products of the zone, stand forth prominently—the reindeer and the camel. In the Arctics no matter how great the facilities of transportation by steam and electricity, there will be points that can be reached only by this animal.

We recognize that Dr. James M. Buckley deserves our warmest thanks in that he restored confidence in Secretary Reid's choice of Unalaska, the great commercial metropolis of Alaska for Methodist missions when we were about to abandon our work there. Dr. Buckley, as a tourist, set on foot an investigation which resulted in proving that Dr. Reid had "built greater than he knew," and we therefore joyfully returned to this unique and promising field. Dr. Sheldon Jackson, who had been a father to our work, and a wise, broad-minded helping brother, deprecated our departure with both sorrow and reproof, while Capt. Healy of the Revenue Cutter Bear, a Catholic, wrote us a kindly letter of remonstrance. Now with God's help Unalaska is ours, whereof we are glad.

An Act Authorizing the Secretary of War, in his discretion to purchase subsistence stores, supplies, and materials for the relief of people who are in the Yukon River country, to provide means for their transportation and distribution, and making an appropriation therefor.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of two hundred thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated, to be expended (or so much thereof as may be necessary) in the discretion and under the direction of the Secretary of War for the purchase of subsistence stores, supplies, and materials for the relief of people who are in the Yukon River country, or other mining regions of Alaska, and to purchase transportation and provide means for the distribution of such stores and supplies: *Provided,* That with the consent of the Canadian Government first obtained, the Secretary of War may cause the relief herein provided for to be extended into Canadian territory.

That the said subsistence stores, supplies, and materials may be sold in said country at such prices as shall be fixed by the Secretary of War, or donated, where he finds people in need and unable to pay for the same.

That the Secretary of War is authorized to use the Army of the United States in carrying into effect the provisions of this Act, and may, in his discretion, purchase and import reindeer and employ and bring into the country reindeer drivers or herders not citizens of the United States, or provide such other means of transportation as he may deem practicable. The said reindeer or other outfit may be sold and disposed of by the Secretary of War when he shall have no further use for them under the provisions of this Act, or he may turn over the same or any part thereof to the Department of the Interior, and the proceeds arising from all sales herein authorized shall be covered into the Treasury.

SEC. 2. The Secretary of War shall make report in detail to Congress at the beginning of its next regular session as to all purchases, employments, sales, and donations or transfers made under the provisions of this Act.

Approved, December 18, 1897.

Rev. T. De Witt Talmage, D.D., Editor.

NEW YORK, SEPTEMBER 15, 1897.

PRICE FIVE CENTS.

UNDER THE "MIDNIGHT SUN."

Gospel Progress in Frozen Lapland—A People Among Whom Many Traits of Superstition Still Remain.



LAPP MOTHER AND BABY.

SEVEN hundred and forty years have passed since Christianity was introduced into that part of the northwest extremity of the European continent known as Lapland, by that vigorous promulgator of the Gospel among the Northmen, King Eric, surnamed "the Saint," who ruled over the greater part of Scandinavia.

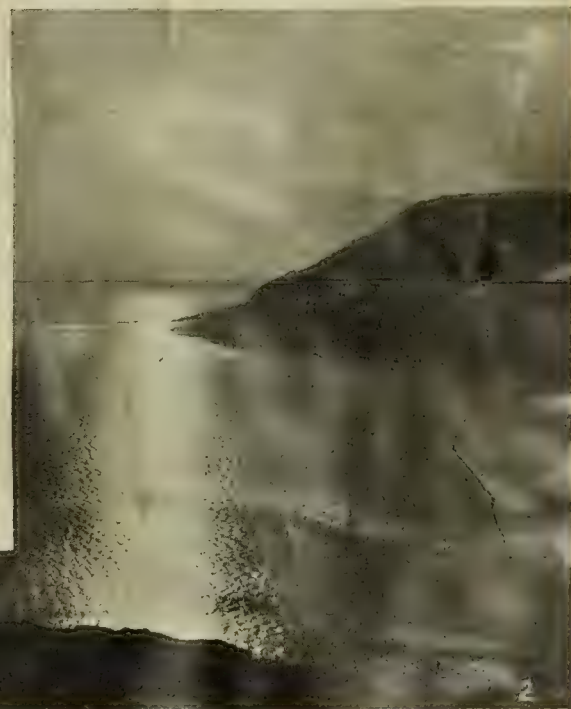
and was slain in battle in 1161. Eric had left his royal capital in Sweden to wage war with the Finns and Lapps (the latter known as the *Samelats*), who were ultimately brought to adopt the outward forms of Christianity, al-



though the real Christianization of their country did not begin until 1275, when a part of their territory was annexed to Sweden. For many years the only visible indications that the Laplanders had adopted the new religion were the introduction of Christian baptism and marriage. Even as late as the sixteenth century, when Gustavus I. had established schools among them, the Lapps still clung to their old pagan customs and traditions. In the next century the last remnants of paganism were extirpated by King Christian IV., and thereafter the religious progress of the country proceeded uninterrupted. The first missionary worker was sent thither by Gustavus Vasa, and soon churches and schools sprang up and books were published in the native language. At the beginning of the eighteenth century, Isaac Olsen, a poor man, but a

most devout and earnest Christian, labored fourteen years in Lapland teaching the Gospel and making such marked progress that the attention of Christian Europe was attracted to his work. Another zealous missionary was Pastor Stockfleth, who about the beginning of the present century joined the Lapps in their nomadic life and preached to them in their own tongue. In 1820 the people began an independent work of their own under native teachers. They have been greatly aided by the Danish Finland Missionary Society, the Swedish Free Church Missionary Union and other organizations. At the present time the Gospel is preached throughout Lapland, and services are held in three languages: the Swedish, Finnish, and Lappish. The first edition of the Lapp New Testament was published in 1755, and the entire Bible in 1811.

There are two great classes of Laplanders: the mountaineers and the lowlanders. In the summer months, those natives who depend chiefly on their herds of reindeer for subsistence, move



SCENES WITNESSED IN THE LAND OF THE "MIDNIGHT SUN."

1. A Family Group.
2. The "Midnight Sun" at North Cape.
3. Lapp Fishermen.
4. A Mountain Village and some of its People.

further into the mountains and are visited by clergymen from southern Lapland. Though attentive to all the teachings of the Gospel, the mountaineers have still a few superstitious and pagan customs, which are difficult to overcome. Their deer—there are 363,000 in the country—dislike the warmth of the valleys, and cannot find satisfying food elsewhere than at great altitudes. Mountain families descend to the lowlands at intervals to sell articles carved out of the antlers of the deer and to make purchases. They are an odd-looking race, a majority of them showing traces of Mongol descent, with wiry, black hair, dark, round eyes set obliquely, flat noses and yellow skin, although here and there one finds among them fair hair, clear complexions and aquiline features—the latter due to Finnish alliances.

Very different are the lowlanders. Fair, clear-skinned, small but strong and well-knit frames, they are brave and hardy, excelling as sailors and fishermen.

Our illustrations afford a glimpse of the domestic life of these people, among their deer-herds and their babies. It is not always an easy matter to distinguish the men from the women by their dress alone. Many housewives wear as head-dress a conical cap, with dog fur or

(Continued on page 691.)

1898. Sun. N.Y.

KJELLMANN'S REINDEER.

New York Sun, Jan 10, 1898
MESSAGES FROM THE EXPERT THAT
CAUSED EMBARRASSMENT.

Canada's Policy of Sending a Strong Force of Police to the Klondike Is Criticised—Immense Stores of Gold and Copper Reported on Some of the Alaskan Islands.

WASHINGTON, Jan. 9.—To utilize as much space as possible on shipboard and cattle trains in the transportation of the 500 reindeer which will probably be purchased in Norway for the Klondike relief expedition, the department gave directions to William A. Kjellmann, the assistant superintendent of the Government reindeer station in Alaska, who is now in Alten, a port in Lapland, to cut off the horns of the deer he has gathered, or as many of them as could be so treated before the date of shipment to the United States. The antlers of the deer would take up so much room that their removal would enormously reduce the cost of transportation.

A few days ago, in making arrangements for shipping the deer from New York to the Pacific coast, the officials of the department wanted to know how many of the deer would be without horns and how many would retain them, so that the number of cattle cars needed could be determined. A cable message of inquiry was sent to Mr. Kjellmann at the remote Arctic port where he is at work, but he apparently failed to grasp what the department wanted to know.

The first message cabled to Mr. Kjellmann was intended to bring from him information as to the exact numbers of deer whose antlers had been removed. To save cable tolls the message was tersely put, and perhaps to this practice of economy Mr. Kjellmann's failure to make a satisfactory response was due. At any rate, here is the correspondence, practically verbatim:

To Kjellmann, Alten: Are reindeer dehorned? ALGER.

To Alger, Washington: Not yet dehorned.

To Kjellmann, Alten: How many reindeer dehorned? ALGER.

To Alger, Washington: Some reindeer dehorned. KJELLMANN.

This was too much for the officials, and they gave up trying to make Mr. Kjellmann understand. They had spent more money in cable tolls than they had intended, and were as much in the dark as ever. Dr. Sheldon Jackson, who established the Alaska reindeer herd, is on his way to Alten to assist Mr. Kjellmann in gathering the 500 animals intended for the relief expedition. A despatch has accordingly been sent to Alten, addressed to Dr. Jackson, phrased with a total disregard for the cost of cabling, asking him to telegraph how many deer will be dehorned by the date of shipment. The department officials are waiting impatiently for the answer, which will follow Dr. Jackson's arrival, but they would rather wait than send another message to Mr. Kjellmann.

ALL THE REINDEER GOING.

Post-Intelligencer
ENTIRE HERD, WITH ATTENDANTS, ON BARK SEMINOLE.

Will Be Kept at Pyramid Harbor,
Where Moss Can Be Had for Feed.
—Last Chance to See the Animals
in Woodland Park This Afternoon

March 13 1898

The plan for sending north the government reindeer has been again changed. Capt. W. W. Robinson, jr., was notified yesterday that the entire herd of 536 should be sent to Pyramid harbor on the bark Seminole, together with all the Lapps, men, women and children. The idea now is to get the animals on Alaskan soil as soon as possible, that they may have native moss for feed, instead of grass.

It is understood that the major portion of the reindeer, with about forty herders and drivers, under command of William Kjellmann, will start for the interior over the Dalton trail. Two hundred, as already indicated, will be reserved for military purposes and will be kept at Pyramid harbor until the expedition to Prince William sound and the Copper river is started.

Should no unexpected occurrence prevent, the Seminole will leave here in tow of the tug Rescue on Tuesday, and aboard

will be the entire government outfit of reindeer, attendants and their families. The last opportunity to see the herd and the Laplanders will be today. No one will be admitted to the park after this afternoon.

The frequent changes of plan communicated to Capt. Robinson, taken in connection with the fact that work is now to begin on the army post, have necessitated considerable extra work in the office. In addition, Capt. Robinson has received a telegram designating the location of buildings to be erected for the garrison at Marrowstone point, and has been ordered to have plans and specifications for such buildings prepared.

Y, APRIL 17, 1898.

THE REINDEER ARE LANDED.

Seattle Post-Intelligencer

Dr. Sheldon Jackson Successfully
Performs His Task.

April 17, 1898.

THEY WILL BE OF GOOD SERVICE

The Whole Herd, Minus Twenty,
With the Laplanders, Reaches
Haines and Starts Over the Dalton Trail for Circle City—Moss
Revives the Animals—The Transportation Problem Is Now Solved.

Sheldon Jackson, United States general agent of education in Alaska, returned from Alaska yesterday, where he successfully landed the reindeer and Laplanders brought to this country by the United States government. The venerable Dr. Jackson is thoroughly satisfied with the result of his important mission to the north, and is confident in the belief that the reindeer will be of valuable service in transporting freight and carrying mail in the north. Mr. Jackson was seen by a Post-Intelligencer reporter last night and said:

"All that I can say is that I have performed the duty assigned to me by the government, and will start for Washington Monday afternoon. I succeeded in having the reindeer and the Laplanders reach Haines Mission, and was present when the entire herd and the twenty Lapps started over the Dalton trail for Circle City. I sent 534 reindeer from Seattle, and eight of that number died during the sea voyage, as a result of eating Seattle grass, while twelve more succumbed to death in Alaska as a result of eating hay. Just as soon as the Laplanders succeeded in securing a supply of moss the reindeer commenced to thrive and picked up greatly in flesh and strength. The change in the animals after eating the moss was remarkable, and they started for Haines Mission over the Dalton trail in charge of the Lapps in good condition.

"I have no doubt that the transportation problem in Alaska has now been solved, and I believe that the reindeer is the solution. The distance between the mining camps is so great and the territory which embraces the settlements is so vast in area that it will be impossible to make satisfactory time in going from one place to another without the use of reindeer. I would like to have the government encourage the proposition to breed reindeer in Alaska, as that will be the only manner in which there will be a sufficient number of them in that country. Only a few years would be required to have an adequate number, and I believe that the government should take favorable action in the matter. There is pasture in Alaska for 2,000,000 head."

When asked whether he had decided to make any recommendations to the government, Dr. Jackson said that any recommendation at the present time in the way of educational work would be useless. He said, however, that the government does not fully realize the element of people going to Alaska, and if there was a full realization of the condition of affairs additional schools would be established. The number of children being taken to Alaska is not really known to the United States lawmakers or the public in general, according to the statements of Dr. Jackson, and if he would be able to have his own way in regard to the education of the rising generation in Alaska additional money would be immediately appropriated for educational purposes. Congress has already passed the sundry civil bill, which includes all money that will be expended for educational purposes this year, so there is no hope for having any more money appropriated by congress for educational purposes in 1898.

In speaking of the Dalton trail, Dr. Jackson said "there is no reason why an old-fashioned stage coach cannot be established from Haines mission to Fort Selkirk. Dalton trail is just suited for such a line of transportation and I believe that suitable vehicles will be taken there in a short time. Dalton informed me that he would put a pack train of 500 mules on the trail this summer and I have every reason to believe that he will do it."

While in Alaska Dr. Jackson met a number of natives he had not seen since '80, but he was distinctly remembered by all of them. In speaking of the avalanche on the Dyea trail the government official said: "I did not go to the scene of the slide, but from what I have learned, it was one of the worst catastrophes in the history of Alaska. I understand that the white people were advised repeatedly not to pack over the trail at the time by the Indians, but they did not obey the warning. The Indians have studied the conditions in Alaska so closely that the weather is treated by them as a science. If you will remember rightly not a single Indian perished, so you see the advice of the Indians in Alaska is worth heeding."

THE EVANGELIST

March 10, 1898

SHELDON JACKSON IN LAPLAND.

When the last General Assembly chose Sheldon Jackson for their Moderator, they builded better than they knew. He is not one of the Anaks that overawe other men by their gigantic stature. But he has some qualities that attract observers who look under the surface. Dr. Spinning put the case about right when he introduced a distinguished visitor in the person of the Apostle Paul, who, though he is in heaven, takes interest in what is going on in this world, and suddenly appeared in this "Assembly," not "of the just made perfect," but of those who, in this world of sin and sorrow, are trying to bring in the better day of righteousness and peace. His unexpected appearance, of course, created a sensation, and members of the Assembly, with their characteristic eagerness to do him honor, rushed forward to introduce him to President Harrison, who was a member of the Assembly, and John Wanamaker, and others bearing distinguished names. The Apostle, who was always the perfect gentleman, acknowledged their courtesy, but gently waved them aside, saying, "I will see them later, but just now I want to see Sheldon Jackson," and when they were brought face to face, the Apostle said with a mixture of pleasure and surprise, "Why! you are not any bigger than I am!" These delightful touches carried the Assembly by storm, and in a few minutes Shel-

don Jackson was on the platform, blushing and bowing at the same time, to the Assembly that had done him this unexpected honor.

Hardly was the Assembly over than its Moderator, as if frightened at what he had done, fled, as usual to the uttermost parts of the earth—to the Pacific Ocean, but not, as in former years, to Siberia and to the Arctic Circle, but to the Yukon, which is in the higher latitudes of North America what the Amazon and the Orinoco are in South America, and ascended it seventeen hundred miles, which brought him to Klondike, the centre of the gold region, to which emigrants are now flocking by thousands.

As he stood on the bank and looked around at the little cluster of tents and huts, and to the holes in the ground where the miners dug for gold in the day time, and curled up to sleep by night, he said to himself, What these people want is access to the outside world, from which they must receive the food they eat, and the clothes they put on, and every implement of industry. They cannot have fields waving with ripened harvests, nor even plant potatoes in this frozen earth. Everything they put into their mouths, or have to cover their bodies, except bear skins, must come from the inhabited parts of the Continent.

Some may say, Why not bring all supplies up the river? Yes, but the river is frozen over the greater part of the year. Next summer they may import the means of subsistence. But for many long and dreary months of bitter cold, they have been in imminent danger of perishing by famine. Everything had to be drawn for hundreds of miles over the mountains, and through the blinding snows, where many brave men perished by the way.

Seeing all this, Sheldon Jackson thought instantly of what he had done farther North—in the Arctic Circle—by the introduction of reindeer from Siberia. Why not repeat the experiment here?

But Siberia is a long way off to send an expedition in the midst of winter! Yes, but Siberia is not the only country where there are herds of reindeer. On the other side of the Atlantic, in the most northern part of Norway, is frozen Lapland, the native country of the reindeer. Why not get a supply from there? Brooding over this as he walked up and down the deck of "the Bear" on her voyage back to San Francisco, he wrote a letter to the Secretary of War, suggesting this mode of relief. General Alger took at once to the idea, in which he was supported by Mr. Bliss, the Secretary of the Interior, and a bill was passed at once in Congress appropriating \$125,000 for the experiment. Of course the man who had suggested the plan was the best to carry it out, and in forty eight hours Sheldon Jackson was on the Lucania, bound for England. He did not stop for pleasure. He did rest one day in London, but only because it was Sunday! As to the sights of "Babylon," what did he care about Westminster Abbey and the Houses of Parliament? To all these he said as St. Paul did about General Harrison, "I will see him later!" But for the moment he had rather see a few hundred reindeer flying over the snow to carry provisions to Klondike than to see Windsor Castle or the Tower of London! As fast as steamer could carry him, he was across the Channel, and racing through Holland and Denmark, and up the long stretch of Norway till he found himself once more in his beloved Arctic Circle, the land of the reindeer!

While passing through England, an agent of our Government had gone to Glasgow to engage a steamer to go to Norway to receive the precious cargo, when it should be gathered, while Dr. Jackson himself attended to the purchase of the deer. This was a matter to be conducted with

care. It would not do to take any and every deer that might be found in the mountains. They must be trained to be harnessed and driven. For this he despatched seven experts in different directions to make purchases. So wide was the range of selection that these men went a hundred and twenty miles. They were not only to buy the deer, but to hire experienced Laps to drive them. All this required a great deal of bargaining, but at last all was settled, and not only were the men engaged, but whole families had to be taken, for the true hearted Laps would not leave their wives and children behind them. Such was the unique shipment that was to be brought to the port where the ship had arrived from Glasgow, and was waiting only for the Laps and the deer to embark on their voyage across the sea!

At this last moment the Lord put our good Doctor to a final test of faith—for there came the most tremendous blizzard he had ever seen! The air was filled with the blinding snow, and the winds howled around the little house where he sat and shivered, for nothing could withstand that wintry blast. Of course it was hopeless to look for the Laps, who would have to cross high mountains, that were swept by winds, which seemed to come from the very North Pole itself! Dr. Jackson is never utterly downcast, but as he heard the storm gusts around him he did really wish that this blizzard would blow itself out, and in this mood he rose and walked to the window, where he scratched away the frost so as to peer out, when he saw something that seemed to be alive, and behold the Laps themselves—every man of them, with their wives and children—had come over the tops of the mountains, while the drivers were in high glee at their performance! And not only were the hardy men there, but the women too, and not the smallest chicken of a baby suffered from this wild baptism of sleet and snow!

Then to transfer the whole company of men, women and children, with a herd of 538 reindeer, was no light task. But in due time it was done, and all sailed away from the shores of dear old Lapland!

Now their troubles were over! Not quite! for they were still in high latitudes, as their course took them within a hundred miles of Iceland, and when they got thus far, it seemed as if all the wild forces of the frozen North came out against them. "Never, never," says Dr. Jackson, in all my voyages on the Pacific Ocean, did I see anything like it. How the tempest howled and the winds blew! Day or night there was little sleep. Only cat-naps, snatched in the lull of the storm."

"Oh yes!" I said, as I heard the story, "I have been there: I have crossed all the oceans, and know what a storm at sea is. But there is always this satisfaction that the fiercer the tempest, the shorter it is, for it blows itself out! So, of course your storm off Iceland didn't last long!" "Oh no," said the quiet Doctor, "only nine days!" I dropped the subject.

After all these storms on the land and the sea, the Lord *did* at last bring them to their desired haven, and the good ship entered the harbor of New York, with the loss of but one deer, and that not from the sea, but from fighting! for two deer that were in one pen on the deck, had a little "difference," and butted with heads and horns (what remained of them, for they were sawed off) one poor deer received his quietus, and was "rocked in the cradle of the deep," and sank in the waves. But all the rest were landed safely on the wharf in Jersey City, and put on board of a train specially provided for them, and are now on the other side of the Continent! where they will soon be flying over the snows

of Alaska, giving transportation to the brave men who are now making their way over ice and snow to the region where they would be! All this is the result of the foresight and activity of one man! On the whole, I think we shall agree that if Saint Paul were to revisit this poor world of ours, he might be glad to take by the hand one who counts it his greatest privilege while here on earth, to follow, though it be at a great distance, such an example!

H. M. F.

NOTE.

As there are always men of small ideas, and smaller achievement, who are eager to figure up the cost of an enterprise so unique, we are not surprised to find some who carp at this importation of reindeer from Lapland as a stupendous folly. Hardly had the cargo been landed at Jersey City before it was reported that it was an enterprise that did not pay; that the reindeer were not needed, and indeed that they were to be sold! Possibly they may be, but not until they are safely landed high up on the Pacific Coast, just where the emigrants, it is said, are willing to pay \$200 apiece for them! In that case there will be a double benefit, for the Government will be fully reimbursed for all its expenses, while the miners will be supplied with the transportation of which they are in desperate need to cross the mountains and the passes filled with snow. If it should thus prove a success, it would stimulate individuals and companies to repeat the experiment till all that northern part of our continent would be supplied with the first necessity of having the means of keeping in easy and constant touch with the outside world.

PRESBYTERIAN BANNER

Three January Sabbaths at Alten,
Presbyterian Lapland. Jan 26, 1899.

By Dr. Sheldon Jackson.
(Three and one-half degrees north of the Arctic Circle.)

At eleven o'clock I went to the Lutheran church, which was situated on the summit of a high hill quite remote from the houses of the village, the latter being stretched along the beach. It was a plain, frame building, with a small tower and bell in the center of the gable, the galleries extending across the end and half way on three sides of the church; an altar with a plaster of paris figure of the Saviour, and two silver candlesticks was behind the second railing. The platform behind the second rail and around the altar was elevated a foot higher than the platform between the first and second rail. The pulpit was in one corner, and its floor was eight feet above the floor of the church, being reached by very steep spiral staircase. The minister came in from behind the altar, dressed in a black gown, with a large white ruffle around his neck. Facing the altar, with his back to the audience, he engaged in silent prayer, at the close of which the sexton stepped forward and placed a white surplice or garment over the black robe, and then over all a red velvet cape, which had a large gilt cross embroidered on the back. After robing, the minister continued facing the altar, while the precentor came forward and read portions of the litany, led in prayer and sang two or three hymns. At the close of the hymns the sexton came forward again and removed the cape and white garment from the minister, who then left the altar and returned into his private room, while the precentor led the singing of another hymn (there were eleven hymns sung during the service), after which the minister came from his study, ascended the stairs to his lofty pulpit, read a short portion of Scripture, and preached an animated sermon about 37

minutes long. In the meantime the sexton, who had a seat on the platform at the opposite side from the precentor, rose, put on his overcoat and gloves, took his cane, took up a copper kettle, which was on the floor near his seat, marched down the middle aisle and out of the church. After the sermon the minister again retired to his private room, while the precentor took charge of the worship. After a little the sexton returned to the church with a kettle of warm water. A stand and bowl was set in the center aisle of the church, and the water poured into the bowl, after which three women, one carrying a babe, came out of the pastor's private room, crossed the pulpit platform, and ranged themselves in a line in front of the font, on the women's side of the church; the women and men occupying separate sides. The women at the font were

joined by a woman who left a pew for that purpose, and then a man and two boys came forward and stood beside the women. After the baptism of the infant, singing and benediction, the congregation dispersed.

At the beginning of the service, an amateur organist attempted to play the tunes on an old melodeon, but in the second hymn broke down; after that the precentor evidently gave out more familiar hymns, which were sung without reference to the assistance of the instrument. On the Sabbath that I witnessed the communion there was another infant baptism, at the close of which the precentor came forward and started a hymn; during the singing the sexton lighted two large candles on the altar and robed the minister with his white surplice and red velvet cape, then a man and three women came forward and stood in front of the railing to the altar. After prayer and reading of the liturgy and singing, the minister helped himself to the bread and wine while facing the altar, then turning around the four communicants drew near the altar, and the minister placed a portion of the bread in each mouth, after which he held the cup to their lips. On confirmation Sabbath, the young people who are confirmed are expected to commune together, but after that they select their own times for communion. It seemed hardly in keeping that while the minister was robed in his gorgeous vestments that he should be wearing a pair of clumsy reindeer shoes with hooked toes, like those of the Lapps.

On the first Sabbath there was an audience of about 100, the second Sabbath 30, and the third Sabbath perhaps over 100. There were Norwegians, Finns and Lapps. The salary of the minister is paid by the Norwegian government, also the churches and parsonages are erected by the government. The country is districted off into parishes with a minister to each. In the regions where the population are all nomad Lapps, the minister is required to go from camp to camp, preaching and instructing classes of young people for confirmation. The government also supplies for the districts of the country a physician and school teacher. As education is compulsory, all classes can read and write.

NEW ROAD TO THE KLONDIKE New York Sun Nov 23, 1899 AN ALL-AMERICAN ROUTE LIKELY TO AFFECT THE OLD TRAILS.

Capt. Abercrombie, Who Has Spent Two Seasons in Alaska, Says It Runs Through a Fertile Region and Will Divert Traffic from Skagway and St. Michaels.

Capt. W. R. Abercrombie of the Second U. S. Infantry, who has been surveying an all-American military route from Valdez, on Prince William Sound, Alaska, to the Klondike, arrived here yesterday on leave of absence and visited his father-in-law, Col. Amos S. Kimball, in the Army Building. He has been two seasons in Alaska trying to discover the shortest and most practicable route from tidewater to the gold regions, and he said yesterday that the expedition which he commanded had been eminently successful. It had been demonstrated that there was no longer any necessity to go through Canadian territory to reach the Klondike quickly and without great hardship. The route he has surveyed is 385 miles long, from Valdez to Fort Egbert, Eagle City, on the Yukon, and is known as the Trans-Alaskan Military Road. Capt. Abercrombie said:

The object of the expedition was to open up the Klondike to the American miner so that he might reach his destination expeditiously, without having to enter Canadian territory, and pursue his business at his own sweet will. We left Seattle on the last journey on April 15 aboard the steamship Excelsior. There were thirty-five of us, including two topographers, two civil engineers, Lieut. Babcock in charge of construction, a trail boss, a dynamiter, two sharpshooters and rock men and handy men. After we landed at Valdez we hired a large number of destitute miners. Sometimes we had 300 of them. We thus relieved the revenue cutters of the necessity of taking these men back to the States. They were industrious and intelligent and helped us greatly. When I left Valdez on my way here we had cut a trail 4 feet wide and 75 miles long. The trail is somewhat crude, but it is well watered and game is plentiful, consisting chiefly of bear and wild goats and sheep.

The country through which the new road passes is twice as large as the New England States and will support thousands. The water is good and the soil fertile, except in the Copper River Valley. All the hardy grains that flourish in Siberia will grow in our country. There are dense masses of vegetation and luxuries grown 150 miles above the mouth of the Copper River. On our previous expedition through the region, in packing the grain on our animals, some of it was scattered. When we went over the route again this season we found a good crop of matured oats; also, potatoes about three inches in diameter and six inches long. In my experimental garden at Valdez I have grown peas, carrots, lettuce, radishes and other hardy vegetables.

Capt. Abercrombie said he thought traffic would be diverted to the new route, and that the ports of Skagway and St. Michael's would be injured commercially.

AGRICULTURE IN ALASKA.

— 1899
Prof. Georgeson Takes His Samples of Grain to Washington.

WASHINGTON, Dec. 7.—The investigations of the department of agriculture concerning the agricultural possibilities of Alaska were continued during the past season.

The special agent of the department, Prof. C. C. Georgeson, who is in charge of this work, has just returned from Alaska. He brought with him a collection of very fine samples of grains and vegetables grown on the newly established experiment stations at Sitka and Cook Inlet. The sample includes several varieties of spring wheat which matures perfectly, and also a dozen varieties each of barley and oats, besides rye, flax and buckwheat. All of these grains compare favorably with grains grown anywhere in the United States. The earliest sowing of grain was made April 20, some in May; some of the samples as late as May 25. The two varieties of wheat named were harvested September 5. Barley ripens by the end of August.

The successes in grain-growing in Alaska suggests the possibility that the territory may produce some of the early maturing varieties. Among the collection of vegetables are some remarkable specimens of potatoes, onions, carrots, parsnips and rutabagas. Prof. Georgeson says all hardy vegetables can be grown with great success in the coast regions of the territory.

Cedar Rapids Dec 13, 99
Buy the Waterman fountain pen at A. C. Taylor & Son.

CANADA GETS A FINLAND COLONY.

The result of a visit of Finlander commissioners to Canada last summer to secure homes for their countrymen who desire to leave their native land in consequence of Russian oppression is that fully 10,000 of these hardy people are coming to this country next year.

It is expected that this will prove but the vanguard of a great army of Finlanders that will annually hereafter settle in British America. The first 10,000 will settle in Alberta, in the farming region west of Red Deer.

The Canadian government will set aside for their use to begin with about 100,000 acres of choice agricultural land, suitable for wheat raising, dairying and mixed farming. The land is splendidly wooded and watered and is nearly all rolling prairie, similar to some of the choicest tracts in the American Indian territory. The commissioners are Messrs. Winckelman, Bergstrom and Zilliacus.

Would it not be of great advantage for the government of the United States if a portion of this great stream of emigrants were induced to this country to colonize the fertile but heretofore unused portions of Alaska, that can be turned to inestimable value for the settlers of the cold north, with these hardy, daring, peaceable and law-abiding people.

RUSSIA—The government of Russia has decided to open the great gold fields of Siberia for prospectors, and has advertised that a public sale of land there will take place between the 15th and 27th of February, 1900, and that foreigners will be entitled to the same privileges in said sale as natives.

GOOD STORIES FOR ALL.

Boston Globe

Mastodon Tusk From Alaska

Over 10 Feet Long.

Dec 23 — 1899

Pennsylvania Man Serves the Longer Time of a Burglar Friend.

Paris is at Last to Have a Skyscraper, Actually One of 14 Stories.

There is in the care of Mr J. A. North a fine specimen of mastodon tusk, recently received from Alaska. Originally it was, by the estimates of scientific men who have seen it, nearly 15 feet in length, following the curve, but it is broken at both the base and the tip, and in its present condition measures 10 feet 8 inches in length and about 10 inches in diameter at the thickest part. It is of a very fine quality of ivory and weighs 175 pounds.

The tusk forms, roughly speaking, a curve of about 120° upward. Besides this curve there is something of a spiral form, the tusk bending slightly to the left from the base, and taking a more pronounced curve to the right a little further along.

At the base end there is a hollow for two feet, the encircling ivory being less than an inch in thickness. The color is a clear black at the upper end, and when discovered it was all of this color from age, but the main surface has been scraped and is now the soft tint of old ivory.

The tusk is owned by a Norwegian missionary, whose name Mr North does not know. It was sent by him to some friends in the West, who were to sell it for him, and they sent it to Mr North, thinking that he would be in a better

position to dispose of it than they. So far as Mr North knows its history it is as follows:

In 1845 the government, following the advice of Rev Dr Sheldon Jackson, Presbyterian missionary in Alaska, arranged for the transportation to Alaska of a large herd of reindeer from Labrador, with the idea that they would be useful as means of transportation in Alaska and that they would thrive there. It was thought desirable to send a missionary with them, and a young man in Minnesota who, from a farm hand had become a Lutheran minister, was secured.

With his Eskimos he penetrated to the far northern part of Alaska and found there a tribe of native Indians in possession of the tusk. They were friendly, and readily sold him the specimen, agreeing to take him to the place where it was found.

An expedition was organized and went to the banks of a swift river which had cut out the crumbling banks until its current ran 15 feet below the level of the plain. From the bank, just above the water, the natives had found the tusk protruding. They had also dug out the bones of the mastodon's head, with the teeth still in the jaws, but the other tusk was missing and no part of the main skeleton was discovered.

The head was shown to the missionary but he decided that he could not afford the cost of transporting it. Upon his return to the seacoast he sent the tusk to his friends, who sent it to Mr North. He thought that it could be sold by weight as ivory for more than the \$25 it had cost him to get it to civilization.

Scientific men from the university of Michigan examined it and said it was between 3000 and 5000 years old. On account of its age and good condition they thought that it would bring more from a scientific institution than as ivory.

Mastodon ivory is, in itself, not rare. For more than 100 years there has been a trade in it in the new Siberian islands and other Russian possessions, and the first geographical surveys in Russia's far north was made by hunters of mastodon ivory.

The greatest find, scientifically, was made by a Russian peasant in 1799, who discovered a mastodon, almost perfect, frozen in a huge block of ice. Good specimens of tusks, however, have never been common. Ivory dealers here say that the tusk in Mr North's possession is the largest they have ever seen. (New York Sun.)

Drykass Island News Totem Pole. 1899

The officers of the City of Seattle were witnesses before the Grand Jury last Monday and if reports be true, some of the "way up" fellows in Seattle will probably find themselves under indictment this week, if the happy event has not already occurred.

The gentlemen who figure conspicuously in the alleged larceny of the totem pole are Will H. Thompson, the lawyer and poet, Thos. Prosch, secretary of the Chamber of Commerce, Mr. Piper of the P-L, J. W. Clise and others.

We would not put it past these eminent gentlemen to steal a railroad, a city lot or a section of school land, but that they should purloin a totem pole is an act that, to us, seems beneath their ideas of genteel and eloquent larceny.

Some good may result from a trial of these gentlemen in our courts—we will hear Will H. Thompson make a speech—that will be a treat.

Rev. Dr. Sheldon Jackson. Oct 18. 1899.

The Rev. Dr. Sheldon Jackson, Educational Agent for Alaska, still maintains that reindeer thrive in that country, despite the government's disastrous experiment with the herd brought from Lapland. With that failure, Dr. Jackson says that he had nothing to do. He bought the reindeer in the old country and turned them over to the government, which put an army officer in charge of them. Delays at Seattle and Haines Mission exhausted the food supply, he found, when sent out by the government to see what the trouble was. He knew that from the head of the Klahena River there was moss, and proved it, he says, by getting a number of the poor beasts through to the Yukon fat and in fine condition. "If

there is a failure of a reindeer expedition or purchase, we are always certain to hear of it," the Doctor adds, "but if there is a significant success very little is said about it. I cite the great work of the rescue of the Point Barrow whalers, where hundreds of these animals travelled day after day for weeks and found their own food by the way. Reindeer as fat as butter have furnished juicy steaks at Cape Nome. The Swedish Evangelical Mission last winter used its herd in packing merchandise, outfits, etc., around by the shore from St. Michael to Cape Nome, and cleared over \$2,000, I believe. The United States government has had men all over Alaska since 1892—for nearly eight years—looking into the matter of reindeer-moss. It is found almost everywhere in the interior of Alaska, and in some places on the coast. Why, I saw some growing in the military yard at Dyea when I was there last year. The caribou is nothing but a wild reindeer. He lives on the same vegetable matter that the reindeer does. Everybody knows that great herds of caribou roam the interior of Alaska, and they manage to live and grow fat in winter, don't they?"

Seattle Times

People Wildly Excited Over
The New Discovery.

May 19, 1899

Sailing Vessels, and at Least One
Steamer Will Leave Seattle
For the Cape.

The story of the wonderful gold discoveries at Cape Nome, first published by The Times, has excited interest all over the country. It is safe to say that twice the number of people know the exact location of Cape Nome than did a month ago. Hundreds have searched the coast line maps of Alaska from the boundary of British Columbia to the Arctic before they found the rocky promontory called Nome, at one side of the wide entrance to Norton Sound. Several ship loads of prospective miners will go north on account of it, and if confirmatory reports are received several thousand will join in a mad stampede.

One transportation company has received so many inquiries for information that a special circular on Cape Nome is being issued. The British American Company received a vast supply of maps, etc., before the news from Cape Nome was received by The Times. An employe has since been busy stamping the maps and other advertising matter with the magic words "Cape Nome." The number of inquiries that have been received is so great that the company has decided to run the Garonne beyond St. Michael to that point. The North American Transportation & Trading Company is arranging for Cape Nome connections from St. Michael.

A Times reporter was shown a letter today from a well known Seattle man at St. Michael. He is an officer on one of the North American Transportation & Trading Company's river steamers. He writes regarding the discovery:

"The government reindeer train from the missionary stations along the coast above Cape Nome has just arrived. The town is wild over the news brought in by the missionary in charge that wonderful gold deposits have been found at Cape Nome. All of the Laplanders have sacks of gold dust, which they are spending freely. The train came in for provisions and will return at once." Several weeks later the same man writes:

"St. Michael is still wild over Cape Nome. Fifteen of us have formed a combination and will send a man in to get claims. We believe the strike to be one of the greatest importance."

There will be a meeting held in this city soon by men interested in the new gold field. They will form a party to hire a steamer to carry them to Cape Nome.

SATURDAY, OCTOBER 28, 1899.

John The Alaskan
Judge L. B. Shepard of St. Michael, who has been U. S. Commissioner at that place for the past two years, has the following to say to a representative of THE ALASKAN, regarding the Esquimo. "They are the most honest and truthful people that I have ever met. They will come about the premises of the whites and if they find a nail on the ground or something else that they want, they will pick it up and ask for it, and if given them, will be very thankful for it, but if not allowed to have it, will put it back in the exact place where they got it."

"Many of these people have been brought before me, charged with different offences, and whether it was murder or some petty offence, they have always told the simple truth. One member of a tribe had been working with some white prospectors and took a soap dish and hid it away in his hut. The white men were certain he had taken it and so informed some of the tribe. As soon as the people heard of it, all work was stopped and no one was allowed to eat or sleep until the stolen article was returned to the owner by the man who took it. The thief was not prosecuted, but was punished by his people."

The Bishop McCabe College at Skagway has opened under favorable circumstances, and there are now over thirty scholars in attendance and the future prospects of the school look bright. This is an Alaskan institution of learning and should certainly be patronized and supported by the people of Alaska. As fast as new scholars are enrolled, new departments and teachers will be added to the college. Every institution of learning must have a beginning and that is the period at which it needs encouragement. The people of this country should now come to the assistance of the college, not only with their cash subscriptions but also by sending their children there to be educated.

The most charming town in Alaska for a residence is Sitka. It also has the best climate, the prettiest residences and churches, the smallest number of saloons and less vice and crime than any other place in the whole Territory.

ARRIVAL OF THE BEAR

After a Season's Trip to
Siberia and the
North.

The U. S. Revenue Cutter Bear dropped anchor in Sitka Channel quite early on last Monday morning, after an extended voyage in northern waters and a trip to Siberia.

The Bear is the vessel that has made several trips to the coast of Siberia in quest of reindeer for the government, but it has gained national fame as the vessel that went to Bering Sea last winter to rescue the shipwrecked whalers, and it was the heroic Lieut. D. H. Jarvis, who is still in command of the Bear, that led the brave party of men who made the memorable trip across the ice, facing dangers and death many times.

Capt. Jarvis is a gentleman in every respect and is very unassuming and modest, and says he only did his duty.

The cruise of the Bear has been successful this year. She left San Francisco last June for Siberia and cruised along the coast of that country for several weeks in quest of reindeer, securing some but not being able to get as many as was hoped for. However agents were appointed to buy them in the interior of the country and bring them to the ports on the coast, where they can be secured next year. The Bear patrolled the Bering Sea and visited many Alaskan towns and villages. She left on Tuesday afternoon for San Francisco, but will stop for a short time at Victoria and Seattle.

The following are the present list of officers: First Lieut. D. H. Jarvis, in command; Second Lieut. E. P. Bertholf, executive officer; Second Lieut. J. G. Ballinger, navigating officer; Second Lieut. A. L. Gamble, Third Lieut. H. Ulke Jr., Chief Engineer H. W. Spear, Second Engineer T. G. Lewton.

In addition to the prisoners and witnesses mentioned in another column and a number of destitute miners, the Bear carried the following guests: Deputy Marshal C. W. Bawter and wife, J. M. Wilson, Hank Summer, Dr. A. N. Kittleson and Judge L. B. Shepard.

The steamer Laurada, formerly a blockade runner of the U.S. Navy, was totally wrecked a few days ago on St. George Island while on her way to Cape Nome. Fortunately,

no one was drowned, but most of the cargo was lost and the miners aboard also lost a large part of their outfits.

Governor and Mrs. Brady gave a dinner party on last Monday evening at the Governor's House in honor of Lieutenant D. H. Jarvis, who is in command of the Bear. Besides the guest of honor and the Governor's family there were present, U. S. Marshal J. M. Shoup, U. S. Attorney General R. A. Friedrich and Lieut.-Col. Goodrell, U. S. A.

FOR TRIAL IN JUNEAU

The Alaskan
Sitka Oct. 28, 1899

The Bear Brings a Number of Prisoners and Witnesses.

J. Homer Bird, the Yukon Murderer Is One of the Party.

The U. S. Revenue Cutter Bear brought down seven prisoners and nine detained witnesses from St. Michaels to Sitka. They were in charge of Deputy U. S. Marshal C. W. Bawter, and are to appear for trial in the U. S. District Court at Juneau next month. Among these prisoners are:

FOUR MURDERERS.

Some of these men are desperate characters and are kept in shackles all the time. Four are Esquimo Indians, and one a white man.

J. HOMER BIRD

The white murderer, is the man, it will be remembered, who killed two men near Anvik, a small settlement on the Yukon river, on September 26th or 27th, 1898, as was reported in THE ALASKAN shortly after the arrival of the first mail from there this spring. The plot concocted by Bird was one of the most diabolical ever conceived. In brief it was as follows: The plot was planned in New Orleans and nurtured during a trip from that place to the Yukon. A party of five, consisting of Bird, Charles Sheffler, J. H. Hurlin, R. H. Patterson and Norma Strong started from New Orleans for Dawson.

This party proceeded up the Yukon in their own steam launch and a barge with a complete outfit. The woman, who is now here detained as a witness, went as Bird's wife and Sheffler's sister, but the relationship is doubted by those

who know the parties. It was their plan to be up the river in the Spring as far as Dawson. Once there the woman, who is very fine looking, would inveigle the unwary Klondiker with his season's cleanup to the launch, where the men would do the rest. The scheme was a bold one and was not beyond such a man as Bird. It did not mature however.

The party proceeded up the river eighty-five miles above Anvik, where they had to stop on account of ice forming on the river. At this place there was some dissention in the crowd, and Hurlin and Patterson asked for a division of the supplies, saying they would cut wood during the winter and live by themselves. Bird objected and a quarrel ensued. Sheffler was not in sympathy with Bird and sided with the two men. This trouble, increased by jealousy on the part of Bird, resulted in a climax next day, when Bird shot Hurlin and Patterson in the back while they were eating breakfast, and without any altercation whatever. Hurlin was killed instantly and Patterson lingered along until April 8th of this year, when he died.

Sheffler and the woman escaped the wrath of Bird, and were so terrified that not a word was said about the shooting for several months. Finally those living in the vicinity enquired after the men, and Rev. John W. Chapman, an Episcopal clergyman at Anvik, was told of the sickness of Patterson, whom he had met as he passed up the river a few months before. Mr. Chapman determined to visit the sick man, and together with Mr. Wallace W. Blair, Special Deputy U. S. Marshal at Anvik, journeyed some eighty-five miles over the ice and snow in dog teams to reach him. They found Patterson suffering greatly. He earnestly asked to be taken to the Episcopal mission at Anvik, and these two heroic men took him on their sled, under great difficulties, to the minister's home, where he had the best of care until his death. After arriving at Anvik the wounded man told his story to the clergyman and Marshal and the authorities at St. Michaels were notified and officers sent to the scene and the murderer arrested.

Sheffler stood by his sick friend and nursed him day and night while he was in the cabin, but lived in such dread of Bird that both he and the woman were afraid to say a word to anyone in regard to the affair, fearing that Bird would kill

them should they do so.

Bird claims he killed the men in self defense, but this he cannot prove. He was taken before Judge Shepard at St. Michaels and bound over to the District Court.

NATIVE MURDERERS.

Shuk-Kak is charged with killing three men on Kings Island this spring. He is a wicked looking man and was known as the worst Native in the Northwest country. He was arrested by Lieut. Bertholf by order of Capt. Jarvis and brought here, where a complaint was filed in Commissioner Tuttle's Court against him, and he plead guilty to killing the three men. He was bound over to appear next month before the District Court. Last year during a quarrel a member of his tribe held a knife under his nose, which according to Indian custom means that the one committing the insult will some day kill the other party. Shuk-Kah remembered this insult and in a drunken row this spring killed the native who had insulted him. In order to observe the custom of his tribe, which has been in vogue for centuries, he also was in duty bound to kill all the near male relatives of his victim. This he did, killing the father and uncle of the man he murdered.

Another is Aseruk, said to have killed a white man near Cape Prince of Wales this year. The white man was hunting in company with Aseruk and another Esquimo. They had a quarrel, and as the white man was getting out of the boat it is supposed that Aseruk killed him, but the native claims that the man's gun fell out of his hands and accidentally killed him. The other Indian was detained by the government as the only witness to the affair, but just before the party left St. Michaels he became so frightened that he committed suicide and there is now no witness against Aseruk.

Nubarloo, another native, killed a boy in a quarrel, near Cape Nome this spring. Very little is known about the tragedy and will not be until the trial takes place.

OTHER PRISONERS.

Victor Emmons, a soldier, is held for rape, committed on an Esquimo woman who was a detained witness, and whom he was guarding. The woman and her mother were in a room together and Emmons, instead of protecting them, committed the deed in the presence of the mother.

using his pistol to terrify the woman into subjection.

T. A. Temple was arrested for assault with a deadly weapon on one Crutchfield on a whaling vessel in the Arctic ocean.

Wm. Daily was sentenced to six months in Jail by Judge Shepard for selling liquor to Indians.

T. J. Langston was sentenced from the same court for a period for assault. Langston has a broken arm, which was caused by a shot wound accidentally received a few weeks ago at Cape Nome. Dr. Fitts and Mr. Syd McNair set the arm and he will undoubtedly soon regain the use of it.

NATIVE ESQUIMOS.

In the crowd of criminals a witnesses are eight Esquimos: four men, three women and a boy. They are a small and not bad looking race of people, and the boy appears to be very bright. Dressed in the clothing of furs and skins they attracted much attention on the streets when they arrived here. After testifying before the Court at Juneau they will probably be brought back here and kept at the Training School until spring, when they will be returned to St. Michaels.

The Esquimos are said to be a truthful and honest class of people and were never known to steal. They lie before the "civilizing influence" of the trader and demijohn when they come into the country and corrupt them.

These natives are from Kings Island near Cape Nome and live in caves on this small rocky island subsisting by hunting and fishing. It is almost impossible to land on the island on account of the rugged coast. When a party wishes to leave the island he with a bidarka is taken to a cliff, the man takes his seat with his paddle in his hands. Men then stand by and when a heavy sea breaks over the rocks below, they seize the bidarka and cast it with its occupant into the sea and he paddles away. The expert are these natives in handling a boat that they seldom capsize and have an accident. There are about 150 people in this tribe of natives and they are probably the only Esquimo cave dwellers in Alaska. They have nothing but drift wood for fuel, the island being entirely bare of timber, and consequently have but little fire.

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